



# A COMPREHENSIVE WALKING PLAN FOR HAMPTON COUNTY



Lowcountry Council of  
Governments



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## Table of Contents

INTRODUCTION .....	5
GOALS AND OBJECTIVES .....	6
Goals .....	6
Objectives .....	6
CURRENT CONDITIONS .....	7
Socio-Economic.....	7
Fitness and Health Levels and Indicators.....	9
Existing Sidewalk Conditions.....	10
APPROACH AND PHASING .....	15
Phase One—Focus Projects. ....	17
Phase Two—Exisitng Sidewalks .....	21
Phase Three — County-wide Walkways and Trails System. ....	25
FINANCIAL STRATEGY.....	28
Estimating Costs.....	28
Funding Sources .....	28
IMPLEMENTATION STRATEGY .....	29
MARKETING STRATEGY .....	30
DESIGN GUIDELINES.....	31
DOGS .....	34
SECURITY .....	34
APPENDIX.....	35
A: [PDF: Existing Conditions] .....	36
B: [Concept Maps].....	53
C: [PDF: ITE Design Guidelines] .....	56
D: Sample Walkway Cost Estimating Form .....	57

## List of Tables & Maps

<b>Table 1. Hampton County Age Groups: 2000-2011 .....</b>	<b>7</b>
<b>Table 2. Household Income (2007-2011) .....</b>	<b>8</b>
<b>Table 3. Poverty Rates: 1989-2011 (numbers in percent) .....</b>	<b>8</b>
<b>Table 4. Hampton County Health Outcomes: 2012-2013.....</b>	<b>9</b>
<b>Table 5. Sidewalk Conditions .....</b>	<b>10</b>
<b>Map 1. Town of Brunson - Existing Conditions .....</b>	<b>11</b>
<b>Map 2. Town of Estill - Existing Conditions .....</b>	<b>12</b>
<b>Map 3. Hampton &amp; Varnville - Existing Conditons .....</b>	<b>13</b>
<b>Map 4. Town of Yemassee - Existing Conditions .....</b>	<b>14</b>
<b>Map 5. Concept Map - Hampton Regional Medical Center.....</b>	<b>18</b>
<b>Map 6. Concept Map - Town of Estill .....</b>	<b>19</b>
<b>Map 7. Concept Map - Town of Yemassee.....</b>	<b>20</b>
<b>Map 8. Hampton &amp; Varnville Overview.....</b>	<b>22</b>
<b>Map 9. Town of Estill Overview .....</b>	<b>23</b>
<b>Map 10. Town of Yemassee Overview.....</b>	<b>24</b>
<b>Map 11. Countywide Potential Off-Road Pedestrian Walkways .....</b>	<b>26</b>
<b>Map 12. Off-Road Connections - Town Insets.....</b>	<b>27</b>

## INTRODUCTION

The purpose of this plan is to provide information, guidelines and cohesion in the Creation, expansion and coordination of a safe and effective walkway system for Hampton County. It will serve as a resource to be used as an overview of existing and proposed walkway facilities, providing data to reflect existing facilities and to identify future projects.

The Walking Plan will emphasize a systems approach to pedestrian facilities planning, ensuring connectivity among and between existing and planned sidewalks, trails, lanes etc. both within Hampton County and to the rest of the Lowcountry Region.

As a result, the Plan will also aim at connecting the County's communities with each other and to educational, recreational and health care services, to places of employment and to public transit stops.

Hampton County's larger towns are already what planner's hope to attain in new developments—"walkable communities." This makes pedestrian facility planning both more matter-of-fact and more meaningful. The most densely built-up residential and commercial areas of the County are concentrated around and near the historic centers of the existing communities. Development quickly becomes less dense and more rural away from each community core. Industrial land within the County has traditionally been located in towns along railways—both the east-west and north-south lines. In fact, many of Hampton County's municipalities developed as a result of the industrial development along or near railroad lines. Recommendations are based on a combination of these traditional patterns and the needs and characteristics of present and future Hampton County residents and visitors.

In preparing this plan, LCOG planning staff made use of:

- Their many years of planning work in Hampton County and the familiarity with its residents and communities, and their needs and interests that has resulted.
- Experience as users and observers of walking and trail systems throughout North America, including Beaufort's new Spanish Moss Trail.
- The wisdom of other planners and developers of walkways and pedestrian facilities.
- Other pedestrian walkway plans of areas as similar as possible to Hampton County.

Proposed alignments and associated improvements shown within this plan are conceptual only and are intended to illustrate the plan's recommendations. Detailed design and planning are needed in order to accurately determine costs and construction and installation details.

# GOALS AND OBJECTIVES

## Goals

To promote the health, safety, welfare and improve the quality of life within Hampton County; to encourage people who currently do NOT walk to start walking and to continue to do so; to provide an improved and extended safe walking environment for both current committed walkers and newcomers to walking.

## Objectives

- A. Take advantage of the unique features and benefits of Hampton County and its communities, especially the fact that the towns are already what high-end new developments throughout the US strive to be—walking communities.
- B. Coordinate a system of local and county-wide walkways that is available to all residents and that provides connectivity, or links between pedestrian facilities and schools, churches, shopping districts, employers, educational institutions and health care facilities, and within and between Hampton County's communities.
- C. Build on existing walking-for-fitness activities and behavior patterns—Wade Hampton High School track, Lightsey Park, Lake Warren State Park.
- D. Provide an interesting and changing visual experience that is FUN for both experienced and inexperienced walkers, residents and visitors.
- E. Emphasize the significance of pedestrian facilities to economic development in Hampton County—in terms of quality of life for employees and management of prospective businesses and as attractors of visitors.
- F. Showcase and focus on the natural and historic amenities of the Hampton County when proposing pedestrian facilities, in order to maximize interest for walkers and to increase tourism in the County.
- G. Develop a plan that Hampton County, its residents and organizations will implement.

## CURRENT CONDITIONS

In quantitatively assessing current conditions, we concentrated on those aspects and conditions that affect the need for pedestrian facilities in Hampton County and will guide their planning and design. Although we assessed current vehicular traffic data, which results are available, because no real problems currently exist (by SCDOT standards) in terms of congestion and pedestrian/vehicular accidents, they are not included here.

### Socio-Economic

Two prime population segments to recruit to walking activities are teenagers and persons who are over 45 and who are currently not involved in fitness activities. In Hampton County the numbers of both young and older teenagers have increased during the recent past, and so have the numbers of people who are middle-aged and older, per Table 1.

At the same time, the relatively low incomes and high rates of poverty in Hampton County (see Table 1 & 2) mean that many residents cannot afford to undertake fitness activities that call for expenditures on equipment or special clothing. Walking does not require such spending.

<b>Hampton County Age Groups</b>			
	<b>2000</b>	<b>2010</b>	<b>2011</b>
Total population	21,386	21,090	20,821
Under 5 years	1,431	1,347	1,337
5 to 9 years	1,659	1,326	860
10 to 14 years	1,774	1,473	1,820
15 to 19 years	1,599	1,524	1,711
20 to 24 years	1,256	1,229	1,368
25 to 34 years	3,052	2,648	2,416
35 to 44 years	3,290	2,915	2,922
45 to 54 years	2,923	3,103	3,074
55 to 59 years	1,010	1,420	1,322
60 to 64 years	797	1,276	1,356
65 to 74 years	1,447	1,655	1,698
75 to 84 years	874	869	795
85 years and over	274	305	352

**Table 1. Hampton County Age Groups: 2000-2011**

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2011</b>
Beaufort County	\$52,595	\$54,356	\$54,201	\$56,315
Colleton County	\$34,072	\$34,679	\$34,787	\$31,511
<b>Hampton County</b>	<b>\$34,302</b>	<b>\$37,219</b>	<b>\$33,760</b>	<b>\$34,044</b>
Jasper County	\$33,959	\$32,449	\$35,462	\$35,942
South Carolina	\$42,405	\$44,326	\$43,480	\$43,304
United States	\$50,740	\$52,029	\$51,369	\$51,484

**Table 2. Household Income (2007-2011)**

	<b>1989</b>	<b>2000</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2011</b>
Beaufort County	14.1	10.3	11.5	11.9	10.4	10.1	12	12
Colleton County	23.9	19.3	23.9	22.9	21.7	21.1	22	24
<b>Hampton County</b>	<b>23.6</b>	<b>20</b>	<b>23.9</b>	<b>23.4</b>	<b>21.3</b>	<b>23.4</b>	<b>25.4</b>	<b>26.2</b>
Jasper County	24.8	22.2	24.8	22.4	20.8	19.8	25.3	26.2
South Carolina	15.3	12.8	15.6	15.7	15.1	15.7	17.1	18.2

**Table 3. Poverty Rates: 1989-2011 (numbers in percent)**



## Fitness and Health Levels and Indicators

The above conditions are reflected in the data that is produced every year for the County Health Rankings.

While Hampton County's overall ranking improved somewhat between 2012 and 2013, there is still considerable room for improvement, as the following table demonstrates.

**Table 4. Hampton County Health Outcomes: 2012-2013**

	<b>2012 Number, Percent or Ratio</b>	<b>2013 Number, Percent or Ratio</b>	<b>2012 Rank of 46</b>	<b>2013 Rank of 46</b>
<b>HEALTH OUTCOMES</b>			<b>30</b>	<b>28</b>
<b>Mortality</b>			<b>40</b>	<b>32</b>
Premature Death	11,866	10,687		
<b>Morbidity</b>			<b>23</b>	<b>21</b>
Poor or fair health	23%	22%		
Poor physical health days	3.8	3.7		
Poor mental health days	2.8	2.9		
<b>HEALTH FACTORS</b>			<b>28</b>	<b>34</b>
<b>Health Behaviors</b>			<b>18</b>	<b>21</b>
Adult smoking	17%	18%		
Adult obesity	41%	41%		
Physical inactivity	31%	31%		
Excessive drinking	10%	11%		
<b>Social and Economic Factors</b>			<b>32</b>	<b>39</b>
High school graduation	66%	73%		
Some college	37%	40%		
Unemployment	14.20%	13.90%		
Children in poverty	34%	39%		
Inadequate social support	33%	33%		
Children in single-parent households	38%	43%		
Violent crime rate	724	747		
<b>Physical Environment</b>			<b>17</b>	<b>15</b>
Access to recreational facilities	5	5		
Limited access to healthy foods	3%	7%		
Fast food restaurants	56%	59%		

## Existing Sidewalk Conditions

Sidewalks network conditions in Hampton County are for-the-most-part in good condition, with nearly ninety percent of all sidewalks rated good. Recent improvements have extended networks throughout

Table 5. Sidewalk Conditions

<b>Hampton County Sidewalks</b>	<b>Length (ft.)</b>	<b>Percent of Total</b>
<b>Sidewalks</b>	<b>188,151.9</b>	<b>100.00%</b>
<b>Good</b>	<b>163,336.2</b>	<b>86.81%</b>
<b>Needs Improvement</b>	<b>18,374.1</b>	<b>9.77%</b>
<b>Poor</b>	<b>6,441.7</b>	<b>3.42%</b>

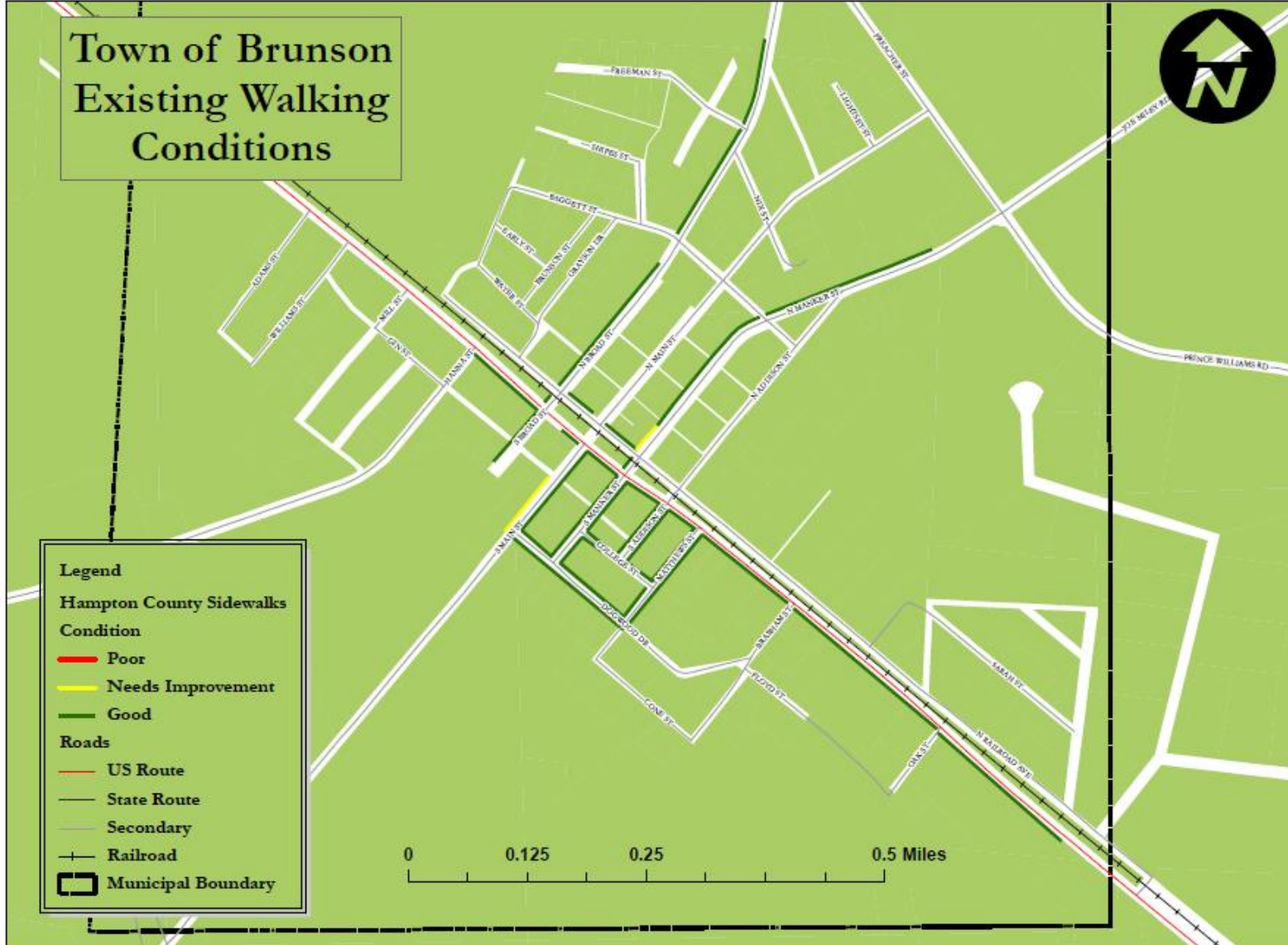
Hampton County's Municipalities — reaching outside of the Towns' cores, where most sidewalks are located. Other Improvements have been made at intersections to provide wide ramps with the latest traction materials, as seen in the Town of Hampton. Downtown Hampton streetscape enhancements have not only enriched the general appearance, but also improved walking conditions in the shopping district. Improvements have also been made around the North District Middle School and are currently being made at the new Estill Library.

Minor system deficiencies occur due to excessive weeds, uneven surfaces, major cracks, cars parked on the sidewalks and minor connectivity issues (such as worn asphalt ramps) or no ramps at all. In some areas sidewalks lack network connectivity; which means sidewalks may be present, but do not connect to the wider sidewalk system.

Rail crossings also create a challenge for communities across Hampton County, as the importance of the railroad and industries that rely on the rail network to move local products, are near areas where people also walk. At some crossings, the condition of the walkway is not favorable to those with limited mobility, due to the slope and surface condition.

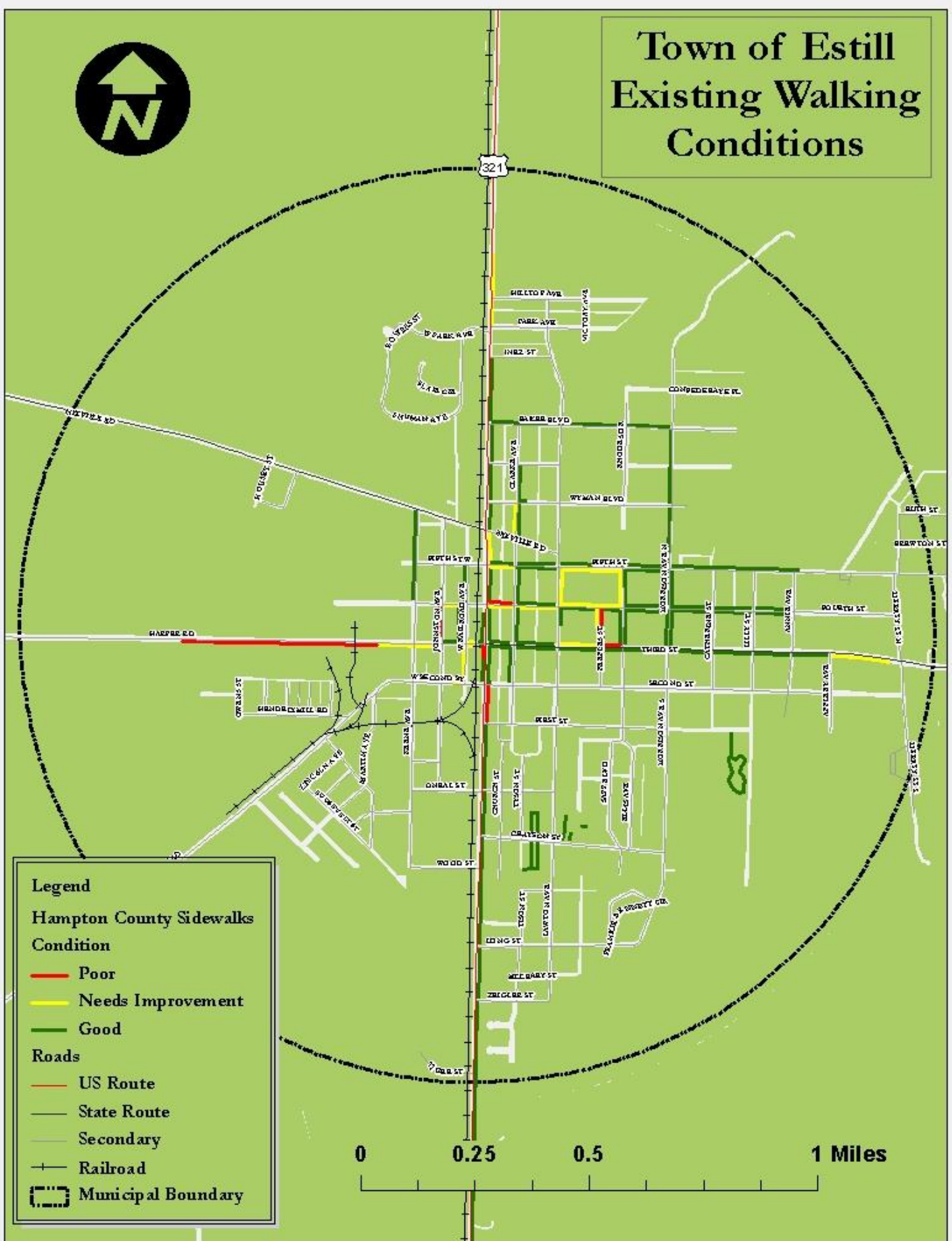
**Note:** A complete list of sidewalk conditions is located in the appendix.

In the following maps red is considered poor, yellow means improvement is needed and green indicates that sidewalks are in good condition.



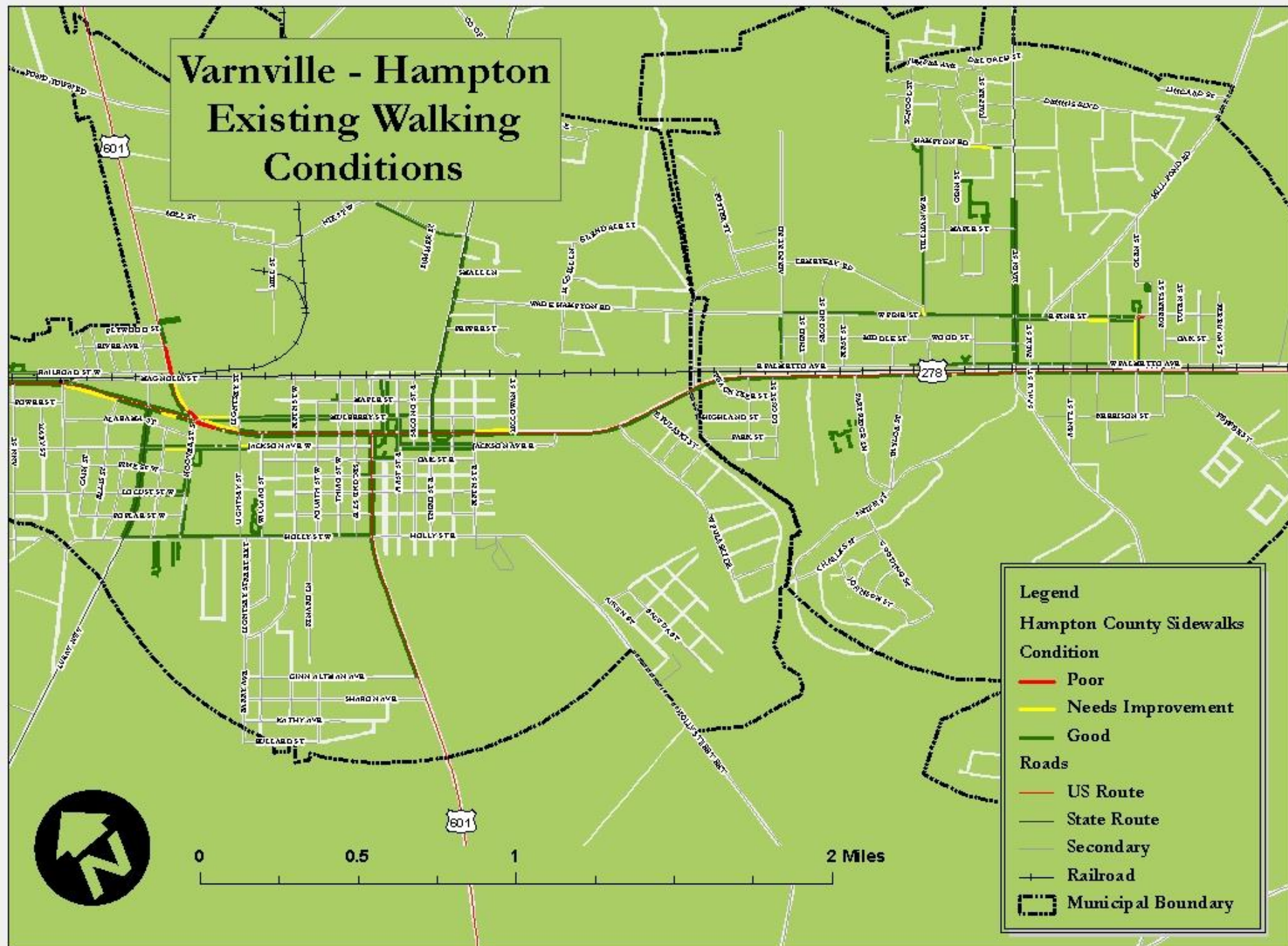
Map 1. Town of Brunson - Existing Conditions

# Town of Estill Existing Walking Conditions



Map 2. Town of Estill - Existing Conditions





Map 3. Hampton & Varnville - Existing Conditions



## APPROACH AND PHASING

While taking a coordinated approach to planning and developing a comprehensive county-wide system of walkways and other pedestrian facilities, the plan has taken a phased approach to implementation. Even if unlimited funding to implement the Plan were available, from a management and usage point, the recommendations should be implemented gradually. Since funding is not expected to be readily available, it is essential to proceed in stages, starting with distinct projects that have a high potential for success. Future phases will then build upon the early successes, until the complete system is implemented.

That is what the PATH Foundation has been doing in helping to develop the 16-mile Spanish Moss Trail planned for Beaufort. Based on the organization's 22 years of experience and 180 miles of trails built, executive director Ed McBrayer decided to build one mile of the trail, through an area with visual interest, as quickly as possible to see if the community would use and support the rail trail's development. The community has responded extremely positively, surprising even the most skeptical local residents. From a vantage point of her home near one of the trailheads, this plan's project manager observes people of all ages, ethnicities, physical conditions and apparent socio-economic circumstances heading for the trail every day of the week. Some are pushing strollers, some need walking sticks or canes, some are walking very briskly or running and others are moving slowly. The PATH Foundation has been so impressed that they are already providing partial financing and managing the construction of the next phase.

We are recommending three phases, which are shown at concept-level following this outline:

- A. Phase One—Focus Projects. The concept plans have been developed to meet the goals and objectives discussed in the Introduction. They will also provide attractive and readily identifiable focal points that residents, elected and appointed officials and businesses of Hampton County will be involved in to develop early feelings of pride and ownership. They will also have the potential to attract visitors to the area. They are small-scale concepts that can be implemented relatively easily and will involve a variety of people and organizations in the County. They will be organized around local themes and are planned to be interesting to attract new users and repeat users.

Although individual initiatives, they will all reinforce the connectivity objective of this plan. Either now, or in the foreseeable future, they will link to existing or planned sidewalks and walkways in their communities.

One project should be selected immediately as a pilot project to show that a plan can become reality in Hampton County.

Timing: Detailed planning and design to begin as soon as possible; facilities and improvements to be completed on the pilot project within six to eight months and all of the focus projects within two to three years.

- B. Phase Two—Improvements to existing sidewalks and walkways in Hampton, Varnville, Estill and Yemassee to connect to the above focus projects. This phase is an integral part of developing a county-wide system as cost-effectively as possible. Existing facilities will be incorporated and connected, with their roles in their communities enhanced through increased usage by area residents and visitors. This phase will also have the additional benefit of strengthening the downtowns of Hampton County's communities and bringing more customers—both area residents and visitors—to present and future businesses there.

Timing: Each section to begin upon completion of the related Focus Project and to be completed within six to nine months after start-up.

- C. Phase Three—County-wide walkways and trails system connecting Phase One and Two with major employers, educational institutions, cultural and recreational attractions, downtowns and health care facilities. Cost-effectiveness will again be a driving force. Utilizing utility corridors, as well as existing roads and sidewalks will be a key method of achieving this. This recommendation is based upon both safety and funding conditions.

- Keeping walkers away from motor vehicles always lessens the possibility of pedestrian-vehicular conflicts that can result in injuries.
- With the current—and expected—limited availability of funds for pedestrian facilities and improvements from the Federal Highways Administration (FHWA) and from SCDOT, it is essential to develop alternative approaches to providing walkways alongside existing highways.
- Working directly with the utility companies will provide opportunities for new partnerships.



## **Phase One—Focus Projects.**

The following are both suggestions and preliminary concepts. While detailed design is required in order to accurately provide the costs of implementing these concept plans, we have tried to develop strategies that can be built as inexpensively as possible, while providing the greatest impact in terms of creating interest and usage.

Three are highlighted and illustrated on the following pages, and two more are contained in Appendix B.

- Hampton County Medical Center-centered Pedestrian System. The existing driveway is already used for fitness walking. This would be a cooperative venture with the hospital, and would include wheelchair accessible walkways, shelter from sun and rain, “living-room” seating areas and an herbal healing garden to link historic Hampton County with high tech medical care.
- Estill Railroad-Industrial Commemorative Trail. Recognizing Estill’s prosperous origins and economic future by connecting features, this project will connect to the existing improvements in Estill’s downtown.
- Yemassee Historic Railroad Downtown and Marine Corps Transfer Center. With Yemassee’s history centered around its development as a railroad center and as the point where Marine Corps recruits bound for Parris Island changed trains and sometimes spent the night in a barracks near the depot, this project emphasizes the features that remain, including the recently restored railroad depot.

# Walkways Concept Map: Hampton Regional Medical



A welcoming area that invites pedestrians to access the sidewalks and other facilities



Wheelchair Accessible Walking Trail



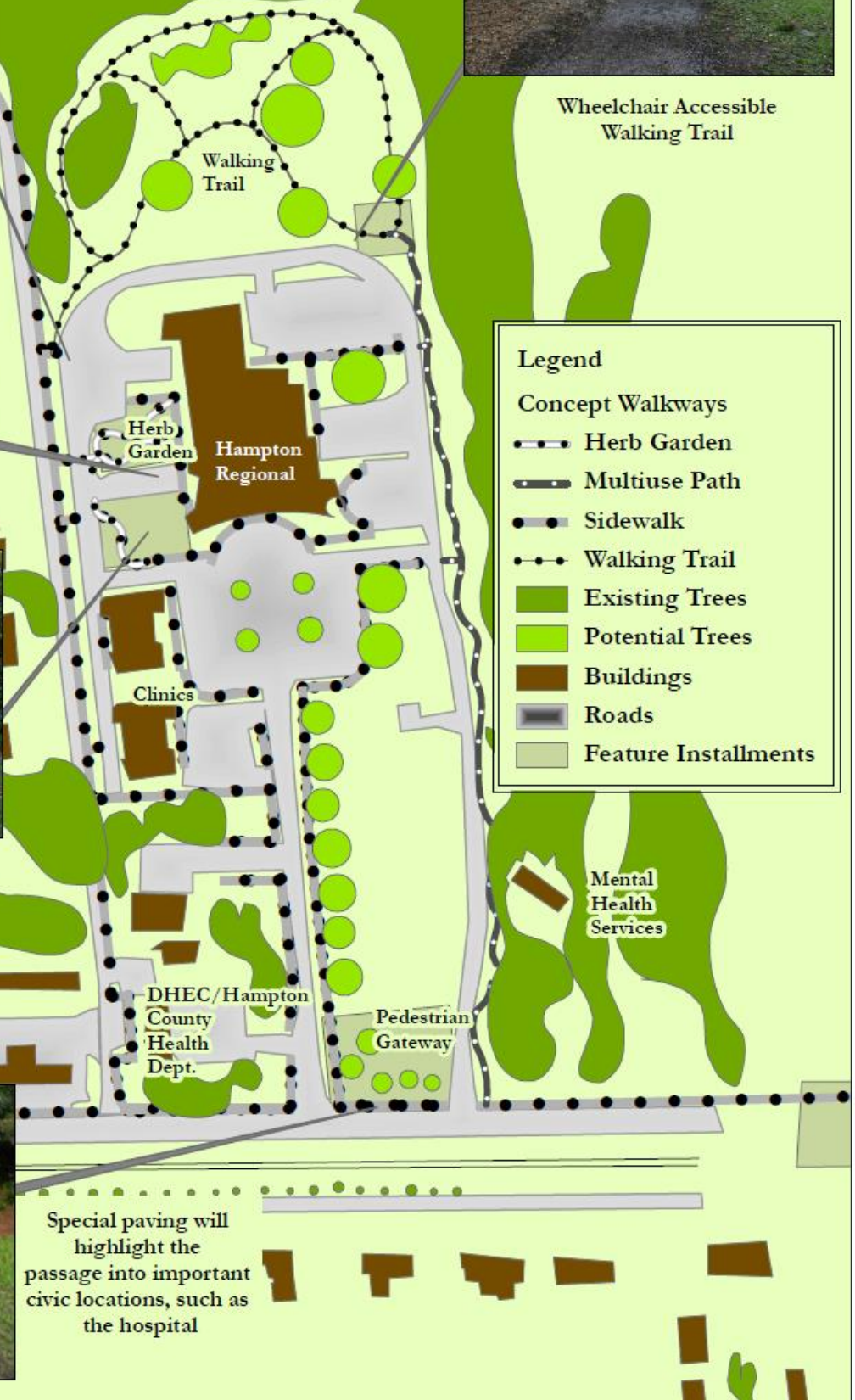
Color and scents from herbs and flowers provide a healing environment



Shaded seating "outdoor livingroom" area for privacy and reflection in a naturally cooling location



Special paving will highlight the passage into important civic locations, such as the hospital



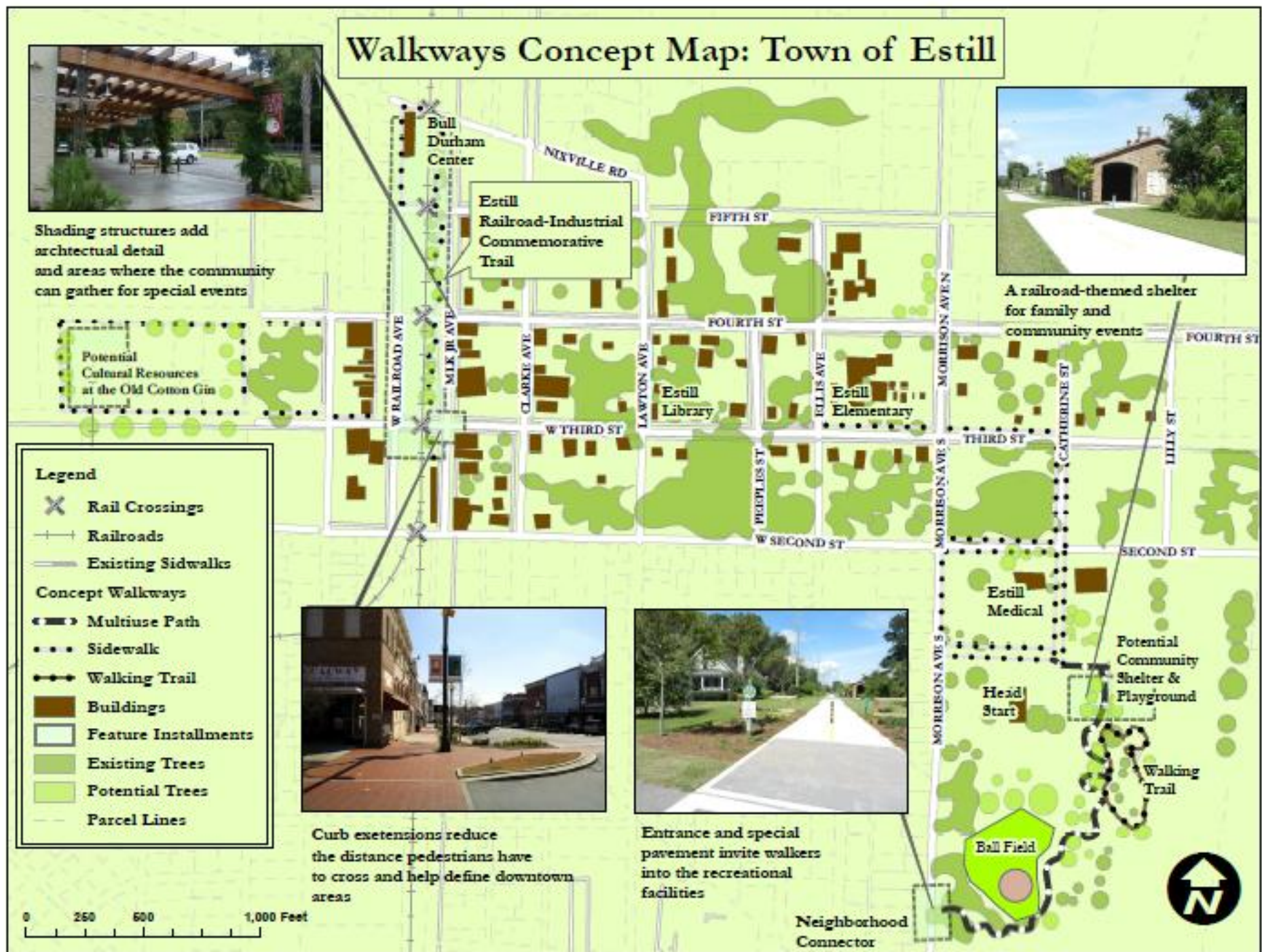
## Legend

### Concept Walkways

- Herb Garden
- Multiuse Path
- Sidewalk
- Walking Trail
- Existing Trees
- Potential Trees
- Buildings
- Roads
- Feature Installments

Map 5. Concept Map - Hampton Regional Medical Center





Map 6. Concept Map - Town of Estill



# Walkways Concept Map: Town of Yemassee



Map 7. Concept Map - Town of Yemassee

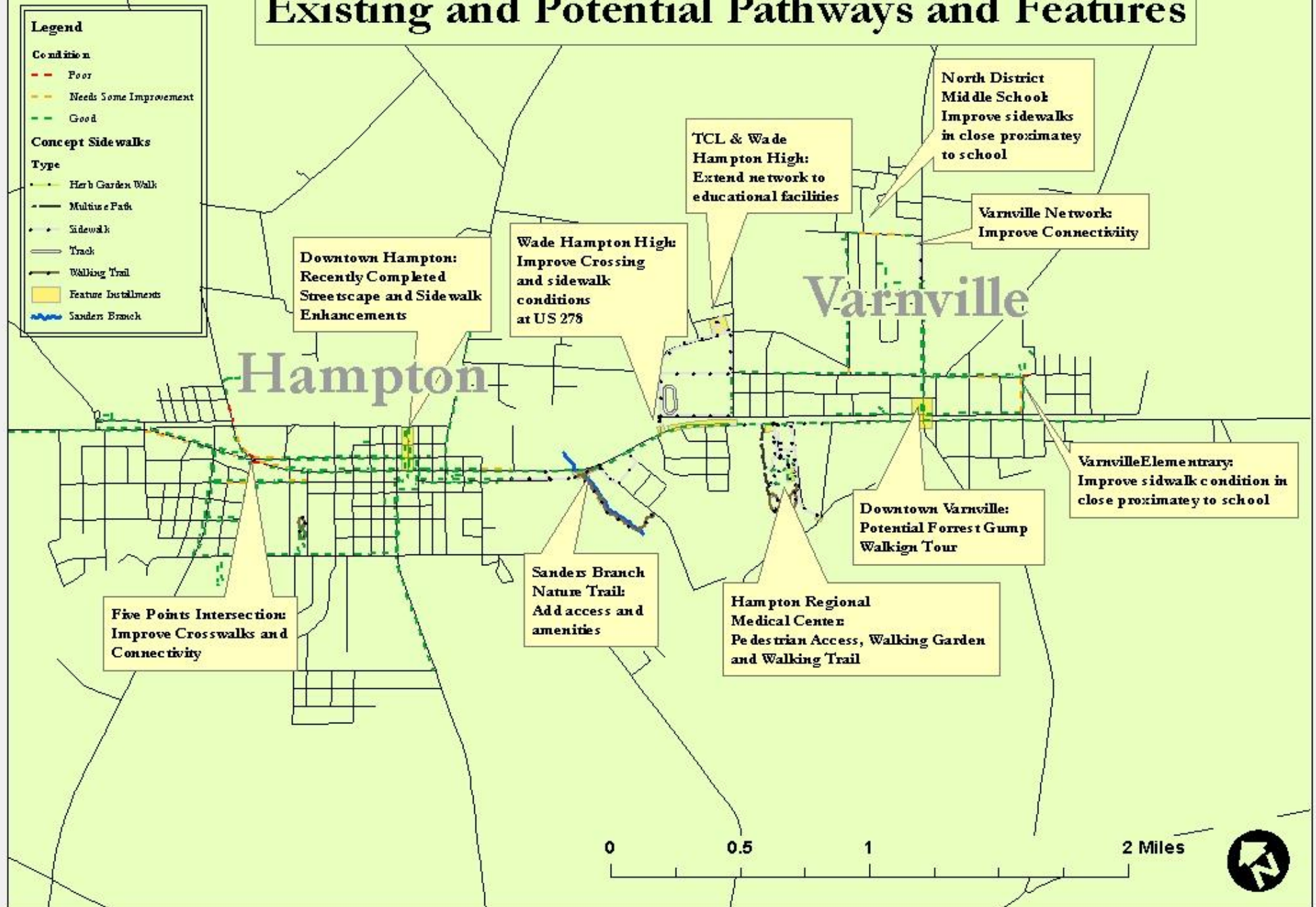
## **Phase Two—Existing Sidewalks**

These are improvements to existing sidewalks and walkways in Hampton, Varnville, Estill and Yemassee to connect to the above focus projects and to the rest of each community.

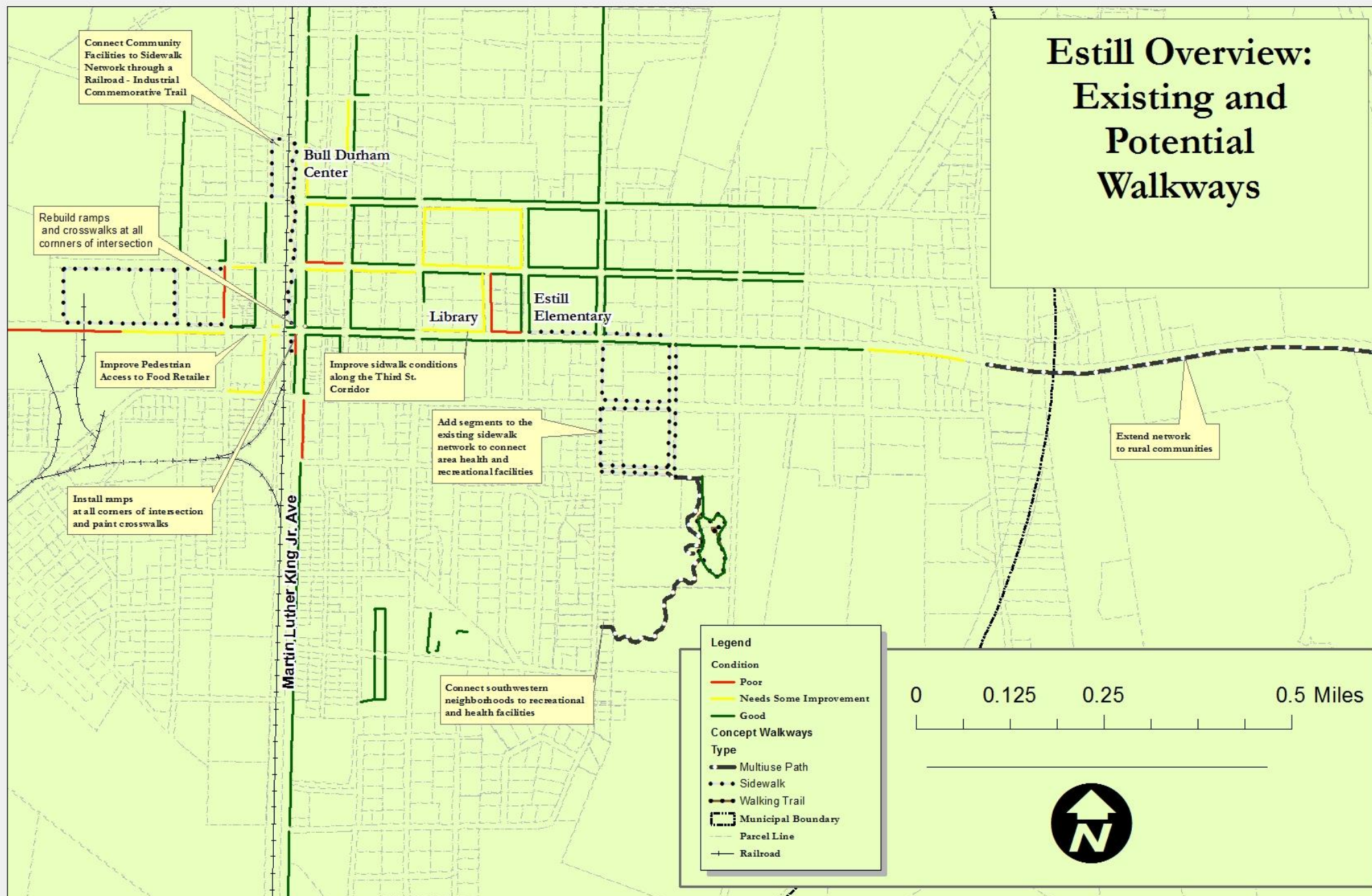
As noted in the section on current conditions, and in the very detailed tables in Appendix A, Hampton County's towns already have a significant number of sidewalks, the majority of which are in "Good" condition, followed by those that "Need Improvement." Only a relatively small number are "Poor", which need either major improvements or complete replacements. LCOG Planning Department staff also identified where linkages are needed to connect existing sidewalk or walkway segments and to connect existing pedestrian facilities to employers, health care facilities, downtowns, educational institutions.



# Hampton - Varnville Overview: Existing and Potential Pathways and Features



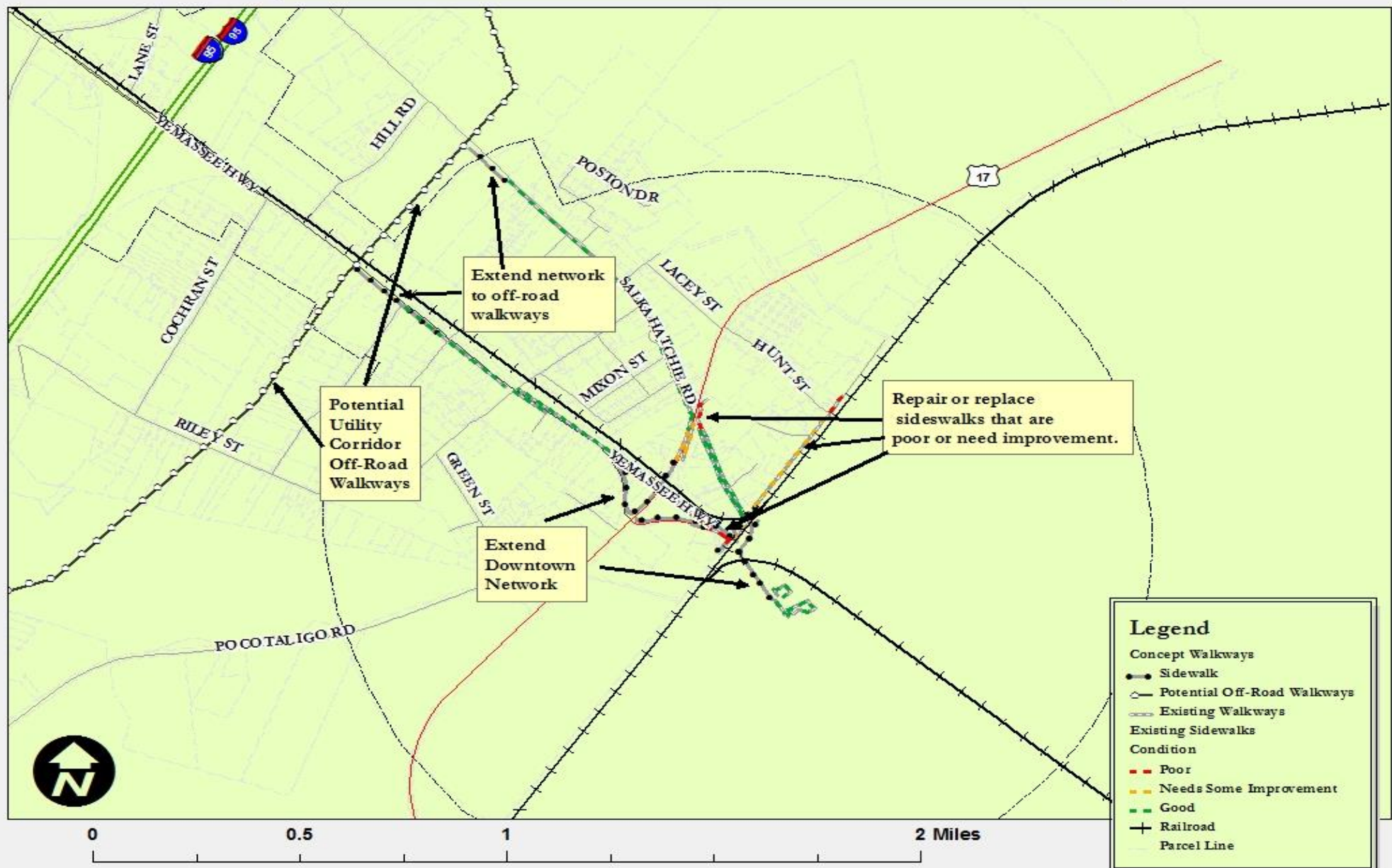
Map 8. Hampton & Varnville Overview



Map 9. Town of Estill Overview



# Walkways Overview Map: Town of Yemassee



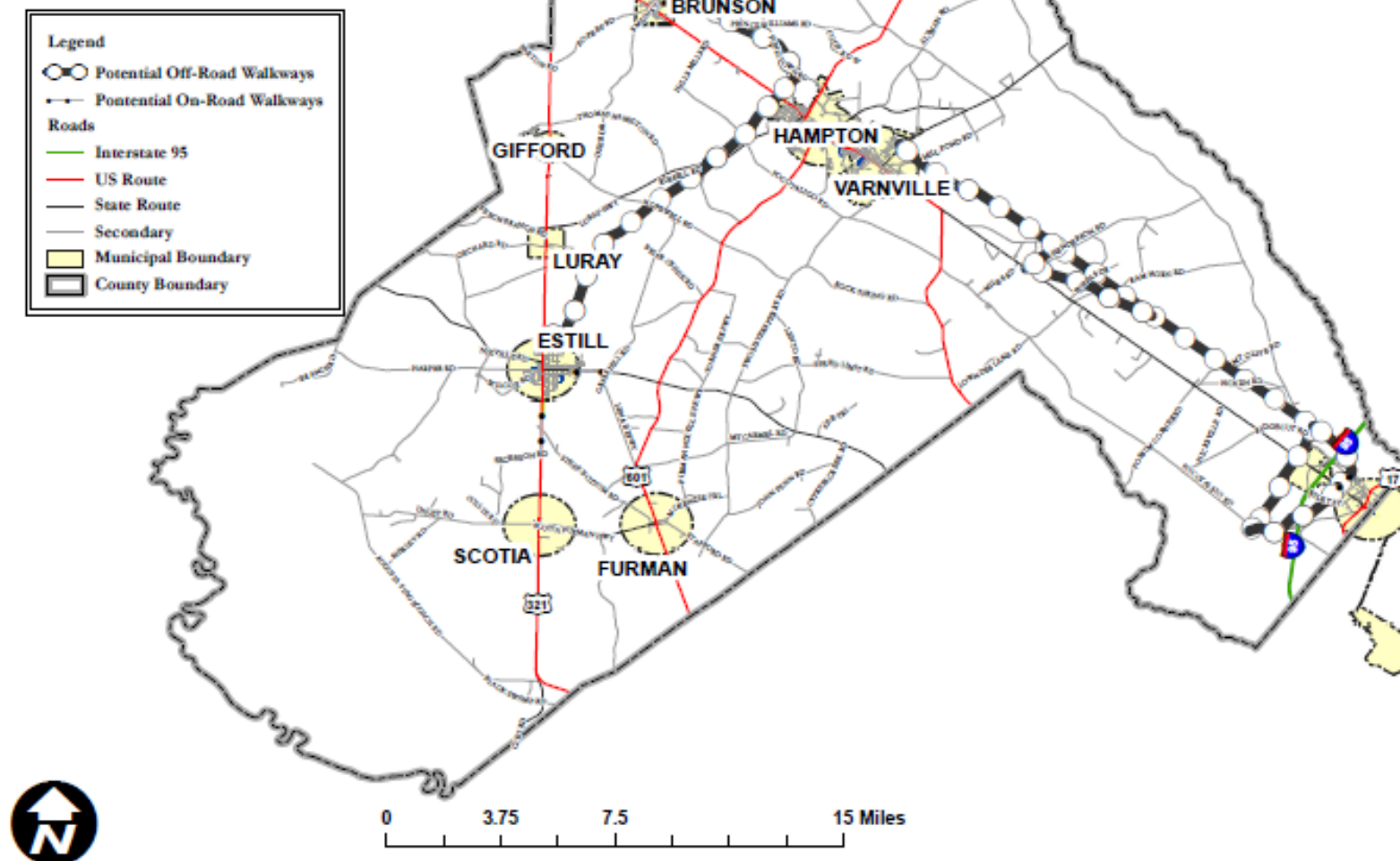
Map 10. Town of Yemassee Overview



### **Phase Three — County-wide Walkways and Trails System.**

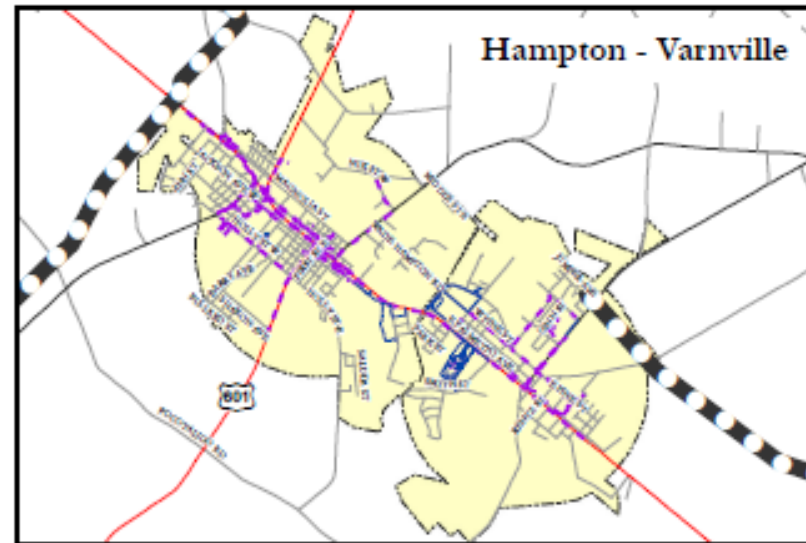
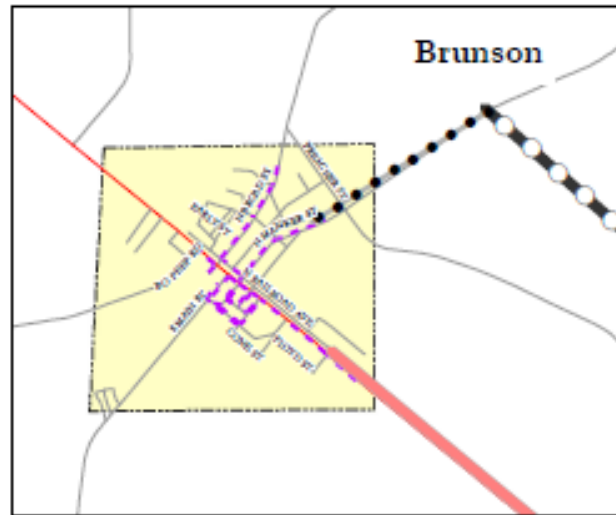
Meeting the combined objective of County connectivity and continuity and providing safe pedestrian facilities for all Hampton County residents motivated the layout. Linking Phases One and Two with major employers, educational institutions, cultural and recreational attractions, downtowns and health care facilities and also with the places where people live was the driving force behind the plan. Cost-effectiveness was a key consideration; utilizing public utility corridors, as well as existing roads and sidewalks underlie this recommendation.

# Hampton County: Using Utility Corridors for Potential Off-Road Pedestrian Walkways



Map 11. Countywide Potential Off-Road Pedestrian

## Hampton County: Using Utility Corridors for Potential Off-Road Pedestrian Walkways



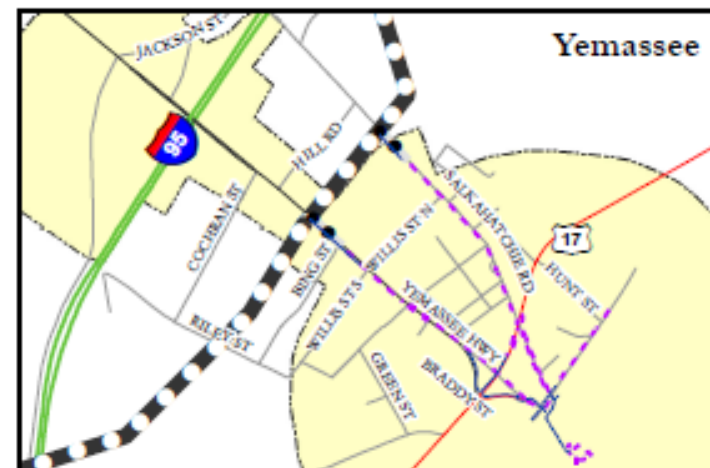
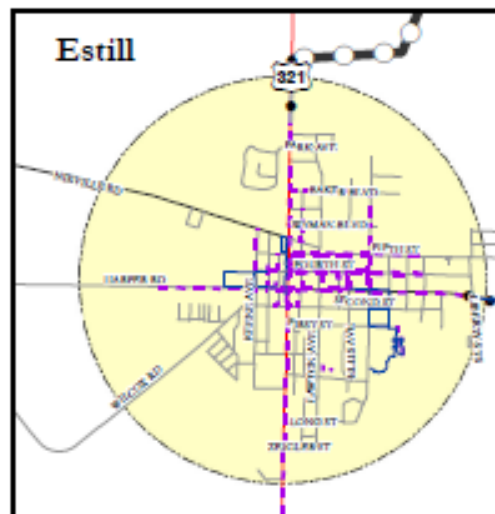
### Legend

- Potential Off-Road Walkways
- Potential On-Road Walkways
- Hampton County Sidewalks

### Roads

#### ROUTE\_TYPE

- Interstate 95
- US Route
- State Route
- Secondary
- Hampton County Municipalities



Map 12. Off-Road Connections - Town Insets

## **FINANCIAL STRATEGY**

### **Estimating Costs**

At this stage of planning, which is both preliminary and conceptual, it is not possible to estimate what any of the focus projects or walkways would cost. Detailed landscape design and engineering are required. A typical detailed costs sheet is attached in the Appendix to show what needs to be included.

To provide a general idea of the types of costs that may be encountered, we have the following information.

- SC state average current walkway costs are estimated by SCDOT to be \$30/square foot for all surfaces. Walkway widths will vary in Hampton County, depending upon whether they are urban sidewalk extensions (as narrow as six feet) or new multi-use bicycle-pedestrian trails, which will likely be 12 feet, to accommodate a variety of users. This would be a range of \$180 for each six-foot wide linear foot to \$360 for each 12-foot wide linear foot.
- The 12-foot wide 2.2-mile concrete pavement section of Beaufort's Spanish Moss Trail, currently under construction, will cost \$1.1 million, or \$500,000/mile, which equals approximately \$95 for each 12-foot wide linear foot.
- The first 1/3 mile of the Town of Hampton's trail at Sanders Branch, comprising both boardwalk and natural surface sections, as well as graveled parking area, signage, etc. will have a total cost of more than \$70,000. Engineering design was extra.

### **Funding Sources**

The various phases, and components thereof, of Hampton County's proposed walkway system could utilize a variety of sources of funding, both public and private, including but not limited to:

- Transportation Alternatives Program (TAP), which is Federal Highways (FHWA) funding administered by SCDOT. Almost anything proposed in this Plan would be eligible for such funding; connectivity with a larger system is a key criterion. Grants are for up to \$400,000, and include a local match of at least 20 percent of the project cost.
- SCPRT's Recreational Trails Program. Grants range from \$10,000 to \$100,000, and with a 20 percent local match requirement. Non-profit organizations, as well as governments are eligible to apply.
- Community Foundation of the Lowcountry Community Investment Grant

- Coastal Community Foundation
- PATH Foundation
- Gaylord and Dorothy Donnelly Foundation
- Turner Foundation, Inc.
- Wealthy individuals and corporations with ties to Hampton County and interests in health, the natural environment, fitness and other related areas.

## IMPLEMENTATION STRATEGY

Many plans are prepared, but relatively few are implemented. That is often not a commentary on the plan but a sign that no one person or organization is really committed to ensuring that the necessary actions are taken as soon as possible. The cliché, “Strike while the iron is hot” is a truism for implementing the Hampton County Comprehensive Walking Plan.

It may not be difficult to make residents, local governments and other organizations enthusiastic about the benefits of developing the facilities and making the improvements recommended in the Plan. However, if visible action does not follow fairly quickly, the positive energy will be dissipated and will be very difficult to recover later.

The first step, and one that is absolutely essential, is to put someone—both a person and an organization—in charge of implementation. The person has to be both willing and able, committed and with the organizational skills needed to tackle a variety of tasks, but the individual does not necessarily have to be an employee of the organization.

The organization selected has to:

- Have the legal ability to apply for government and/or foundation funds
- Have credibility and standing in Hampton County
- Have the will and the interest in implementing the Walking Plan.

The first task that the selected leader, and a Steering Committee, will undertake will be to develop a detailed short-term action plan, for the first six to 12 months, that will include but not be limited to the activities that follow. During this period it would be very useful for the leader and the Steering Committee to talk to someone, such as Ed McBrayer, who has considerable experience developing trails as Executive Director of the PATH Foundation.

- Criteria for deciding on the Pilot Project and then making that decision
- A partnership program (e.g., working with the Hampton County Health Care Center) to get the Pilot Project off the ground.

- A fund-raising program, emphasizing both large funding sources and small local donors (to demonstrate local support) to build the Pilot Project.
- A media (including social media such as twitter and facebook) relations and community involvement program for the Pilot Project.
- Detailed design and construction planning of the Pilot Project (utilizing some of the funds raised or the volunteer contributions of qualified professionals (e.g., registered landscape architects or professional engineers).

Once the Pilot Project is well underway, a longer term action plan will be needed.

## MARKETING STRATEGY

Marketing strategies is actually more accurate, since there are a number of objectives to meet during a number of time periods. The following is a general approach; more detailed plans are required as implementation progresses.

The two overriding marketing goals are:

- To raise sufficient funding to implement all three Phases of the Plan;
- To encourage people of all ages, ethnicities and physical and economic conditions to use the walkways as often as possible.

The time periods are:

- Immediate. To launch the implementation of the Plan by making the recommendations easily available to as many residents, organizations and businesses in and around Hampton County as possible.
  - News releases to local and Regional media
  - County Council Chair Hugh Gray talk about on his radio show
  - Copies of Plan in libraries and County and Town offices and on County web site
  - Launch Facebook page and Twitter account (for free)
  - Presentations to hospital Board, churches, elected officials, school groups, health support groups, etc.
- Longer-Term.
  - Continue use of the above approaches, or modify as needed.
  - Develop a “Friends of Hampton County’s Walkways” organization to both publicize activities and to manage fundraising.
  - Develop programs and events with local churches (e.g., “Walk to Church” for people living within a mile or two of their churches and physically able to walk), health organizations (e.g., “well baby” clinic stroller walking groups), schools and other groups to raise both awareness and usage.
  - Launch new Focus Projects to garner attention and interest.

## DESIGN GUIDELINES

Excellent work has been done by national bodies, and hundreds of thousands of dollars have been spent in their preparation. As a result, we are recommending that Hampton County adopt the Institute of Transportation Engineers' *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. It is recent and it is thorough. Significantly, it is also recommended for use by the Federal Highways Administration (FHWA), and since they are potential major funders of walkways in Hampton County, that may be an additional advantage.

It will be included in the hard copies of this Plan as an Appendix.

In addition, though, we have prepared Specific Design Recommendations for Hampton County, which follow.

# Hampton County

## Walkway Design Recommendations

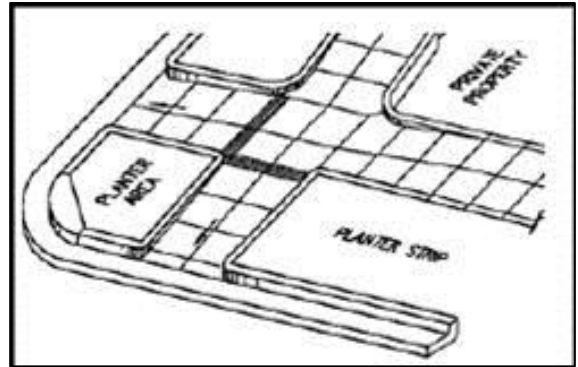
### Curb Extension/ Pedestrian Refuges

Curb extensions can give more space for pedestrians. They also allow for easier retrofits to existing downtown sidewalk facilities with ramps and landscaping. These improvements will add to the attractive features in the streetscape.



### Curb and Planting Strip Reconstruction

In some areas curbs and planting strips are no longer visible to pedestrians and drivers. Planting strips help relax walkers by buffering traffic. Planting Strips may also be appropriate for street trees depending on safety considerations.



### Resting Areas

Trails should have rest areas in scenic spots every 400 ft., 900 ft., and 1200 ft. (FHWA).

Some sidewalks around the hospital and clinics may need resting areas at more frequent intervals to accommodate persons that may be recuperating or other health limitations.





## Shading Structures

Shading structures and pavilions are critical components of the sidewalks system due to Hampton County's hot summers. The structures can also serve as facilities for community and family events. Drinking fountains and restrooms are also appropriate near these structures. Some may also serve as shelters from rain.



## Signs

Signage should be fairly uniform and blend with the natural features of the community. They give context to the sidewalk network, but also to the cultural and ecological landscape.



## Pedestrian Gateways

Special paving and bollards used to highlight the entrance and welcome walkers can also provide protection against vehicular traffic.



## DOGS

For many people, taking their dogs for walks is integral to the enjoyment of pedestrian facilities, and should be encouraged. However, it is essential that those animals be kept on leashes and cleaned up after, so that no one else's pleasure is spoiled. At the same time, during other planning projects LCOG staff have been involved in in Hampton County for more than 10 years, we have heard comments and complaints about how walking for fitness and fun is made difficult by dogs running around loose and endangering walkers. As a result, for the success of pedestrian projects and programs in Hampton County, there will have to be a commitment by elected officials, the County Sheriff's Department and local police departments to enforce the existing ordinances and codes relating to dogs.



## SECURITY

When walkways, parks and other outdoor recreational facilities are proposed, some skeptical local residents are almost guaranteed to argue against the proposal because "it will attract crime." As most people are aware, there is already crime in Hampton County and its communities, and new walkways are not apt to change the situation. However, lots of walkers, runners and cyclists tend to discourage those who are up to no good, as has been found throughout the US. Encouraging high school track teams and other running organizations to utilize the walkways for work-outs and establishing a law enforcement presence will send a positive message. Special measures, such as frequent free phones with blue lights on top, signal danger, which is a negative message. PATH Foundation's Ed McBrayer said that his organization has found it better to not install these phones, especially because now almost everyone carries a cell phone if there is a need for emergency calls.

## **APPENDIX**

**Appendix A**  
**[PDF: Existing Conditions]**

# Hampton County Sidewalks

<b>Total Sidewalks</b>	<b>188151.9</b>	<b>100.00%</b>
<b>Total Good</b>	<b>163336.2</b>	<b>1%</b>
<b>Total Needs Improvement</b>	<b>18374.1</b>	<b>9.77%</b>
<b>Total Poor</b>	<b>6441.7</b>	<b>3.42%</b>

Jurisdiction	Location	Condition	Width (ft.)	Material	Notes	Planting Strip (ft.)	Length (ft.)
Brunson	75 N Broad St.	Good		4	1		0 295.2
Brunson	305 N Broad St.	Good		4	1 2,4		0 355.9
Brunson	377 N Broad St.	Good		4	1	4	4.5 271.8
	Rail Crossing						
Brunson	Broad St.	Good		4	1		1 444.5
Brunson	81 S Broad St.	Good		5	1	4	6 386.4
	Rail Crossing N						
Brunson	Manker St.	Good		5	1		0 401.6
	81-149						
	Railroad Ave						
Brunson	SW	Good		5	10		0 169.3
	Railroad Ave.						
	SW & S Main						
Brunson	St.	Good		5	1	4	0 409.1
	36 Railroad A						
Brunson	ve	Good		5	1 1,2,3		8 359.9
	36-104 S						
Brunson	Manker St.	Good		4	1	4	9 189.7
Brunson	75 S Main St.	Good		4	1	4	6 435.4
		Needs					
Brunson	128 S. Main	Improvement		5	1	4	8 601.8
	S Manker &						1220.
Brunson	College St.	Good		5	1	4	4 9
	S Manker St. &						
	Railroad Ave SE						
Brunson	& Addison St.	Good		4	1		0 856.4
Brunson	N Railroad Ave	Good		5	1	4	3 422.3
	770 N Railroad						
Brunson	Ave.	Good		6	1		0 415.4
	N Manker St. &	Needs					
Brunson	N Railroad Ave.	Improvement		5	1	4	4 390.6
	79 N Manker	Needs					
Brunson	St.	Improvement		5	1	4	0 884.2
Brunson	79 N Manker	Good		5	1		6 491.5

	St.						
Brunson	137 N Manker St.	Good	5	1		6	475.6
Brunson	169 N Manker St.	Good	4	1		6	414.3
Brunson	251-405 N Maner St.	Good	4	1		4	478.0
Brunson	405 Manker St.	Good	4	1		0	483.2
Brunson	Dogwood Br. & Matthews St.	Good	5	1		5.5	403.6
Brunson	S Addison St.	Good	5	1		11	218.8
Brunson	Matthew St. & Railroad Ave SE	Good	5	1		4	429.8
Brunson	College & Matthews	Good	5	1	1,2	9	836.5
Brunson	Elem College St	Good	6	1	4	6	208.4
Brunson	113-170 Matthews St	Good	5	1		4	446.7
Brunson	90 Dogwood Dr	Good	5	1		0	456.9
Brunson	418 Railroad Ave SE	Good	5	1		0	443.7
Brunson	188 Railroad Ave SE	Good	4	1		9	416.9
Brunson	544 Railroad Ave SE	Good	4	1		0	251.9
		Needs					
Estill	700 Columbia	Improvement	5	1		3	241.9
		Needs					
Estill	650 Railroad	Improvement	4	1	3	4	395.2
	506 Railroad						
Estill	Ave NE	Good	5	1		6	34.0
Estill	85 Baker Blvd.	Good	5	1	3	0	42.4
Estill	335 Baker Blvd.	Good	5	1	3	6	43.1
	458 Railroad						
Estill	Ave. NE	Good	4	1	4	0	387.2
	320-360 Railroad Ave						
Estill	NE	Good	5	1	3,4	0	404.7
	258-260 Railroad Ave						
Estill	NE	Good	5	1	2	0	745.8
	190-218	Needs					
Estill	Railroad	Improvement	5	1		0	503.8
Estill	190 Fifth St.	Good	4	1		6	734.4
Estill	95 Fifth St.	Good	4	1		0	505.7
	Clark Ave. &	Needs					
Estill	Wyman Blvd.	Improvement	4	1		2	219.2
Estill	22-74 Railroad	Good	9	1		2	364.7

	Ave.						
	W Third St. &						
	W Railroad					3284.	
Estill	Ave.	Good	8	1		2	2
	73 W Railroad						
Estill	Ave.	Good	8	1		0	277.1
Estill	210 Johnston	Poor	4	1	2,3	16	726.2
	173 Johnston						2243.
Estill	Ave.	Good	4	1	2,3	16	4
	132-190 Keene						1478.
Estill	Ave.	Good	4	1	2	11	3
	20-108 Keene						
Estill	Ave.	Good	5	1		0	441.3
	165-365 Fifth						
Estill	St.	Good	6	1		0	681.3
	Morrison Ave N						
Estill	& Wyman Blvd.	Good	6	1		0	100.8
	74-80 Clarke						
Estill	Ave.	Good	5	1		0	693.8
	103-157 Clarke						
Estill	Ave.	Good	5	1		0	298.5
	Ellis Ave. &						
Estill	Third St.	Good	4	1		0	78.6
	Fourth &						
Estill	Morrison Ave N	Good	4	1		0	96.2
	604-368 Third						1311.
Estill	St.	Good	5	1		6	8
	392-458 Third						
Estill	St.	Good	4	1		4	886.7
	20-394						
Estill	Morrison Ave N	Good	5	1		4	427.3
	394-450 Fourth						
Estill	St.	Good	5	1		4	419.4
	Fourth & Ellis						
Estill	St.	Good	5	1		4	420.8
Estill	268-275 Ellis	Good	4	1		5	421.7
	242-268 Fourth						
Estill	St.	Good	4	1		18	433.3
Estill	583 Fourth St.	Good	5	1		18	415.1
		Needs					
Estill	183 Peebles	Improvement	4	1		18	409.0
Estill	583 Lawton	Good	5	1	2	20	669.6
	70-122 Fourth	Needs					1297.
Estill	ST.	Improvement	4	1		2	4
	75-140 Third						
Estill	St.	Good	8	1		15	879.3
	29-73 Railroad						
Estill	Ave SE	Good	10	1		0	681.8



Estill	502 Clarke Ave	Good	5	1		16	488.5
Estill	22-82 Third St.	Good	7	1		4	54.1
Estill	Railroad & Johnston	Needs Improvement	5	1		7	371.0
Estill	280 Johnston Railroad	Improvement	5	1		6	83.1
Estill	Crossing - Third St.	Good	5	1		10	476.1
Estill	W. Third & W. Railroad	Needs Improvement	5	1		5	122.8
Estill	W. Third & W. Railroad	Needs Improvement	4	1		4	219.9
Estill	Railroad Ave (Veterans Mem.)	Good	5	1		9	797.6
Estill	125 Railroad Ave. SE	Poor	5	1		10	569.8
Estill	205-303 Railroad Ave SE	Good	4	1	2	10	379.3
Estill	317-397 Railroad Ave SE	Good	4	1		14	194.9
Estill	409-565 Railroad Ave SE	Good	5	1		10	1155. 1
Estill	597 Railroad Ave SE	Good	4	1		2	178.3
Estill	710 Railroad Ave SE	Good	5	1		0	235.0
Estill	710 Railroad Ave SE	Good	5	1	2,3	0	77.2
Estill	135 Railroad Ave SE	Good	5	1	2,3	0	98.4
Estill	Railroad Ave SE & Second St	Good Needs	7	1		0	155.4
Estill	441 Harper Rd.	Improvement	4	1		10	546.7
Estill	441 Harper Rd.	Poor	4	1	2	12	135.4
Estill	541 Fifth St.	Good	4	1		15	949.5
Estill	85-141 Third St	Good	7	1		20	41.3
Estill	137 Grayson	Good	6	1		4	664.1
Estill	137 Grayson	Good	5	1		12	378.8
Estill	137 Grayson	Good	7	1		4	561.5
Estill	137 Grayson St.	Good	7	1		6	412.0
Estill	137 Grayson St.	Good	7	1		5	884.8
Estill	137 Grayson St. Fifth &	Good	7	1	4	8	701.9
Estill	Morrison	Good	5	1		6	512.2
Estill	Fourth &	Good	5	1		8	185.9

	Morrison					
Estill	485-525 Fourth St.	Good	5	1	9	437.5
Estill	484-524 Fourth St.	Good	5	1	9	294.7
Estill	565-613 Fourth St.	Good	5	1	10	300.9
Estill	580 Fourth St.	Good	5	1	7	289.5
Estill	502-532 Third St.	Good	4	1	4	9 417.8
Estill	568-606 Third St.	Good	5	1	1,2,3	7 234.6
Estill	680 Third St.	Good	5	1	10	196.1
Estill	808 Third St.	Needs Improvement	4	1	9	409.3
Estill	6010-6832 Columbia Hwy.	Good	5	1	10	385.8
Estill	160 Railroad Ave	Good	4	1	9	421.7
Estill	390 Fourth St.	Needs Improvement	4	1	8	296.0
Estill	Fourth & Johnston	Needs Improvement	4	1	9	293.7
Estill	355 Morrison Ave	Good	5	1	10	423.5
Estill	157 Wyman Blvd	Good	4	1	5	285.0
Estill	242-273 Peeples St.	Poor	4	1	5	399.0
Estill	273 Peeples	Poor	4	1	4	809.1
Estill	85 Clarke Ave	Good	4	1	3	773.8
Estill	23 Third St	Good	7	1	6	350.6
Estill	43 Fourth St.	Poor	4	1	5	367.7
Estill	100 Railroad Ave	Good	4	1	2	86.2
Estill	94 Fifth St	Good	4	1	2	210.9
Estill	113 Fourth St	Good	4	1	1,2,3	9 351.6
Estill	327 Clarke Ave	Good	4	1	5	192.4
Estill	214-254 Fifth St.	Needs Improvement	4	1	5	56.1
Estill	254 Ellis Ave.	Needs Improvement	5	1	2	504.8
Estill	163-243 Fourth St.	Needs Improvement	0	1	0	65.3
Estill	531 Lawton Ave	Needs Improvement	0	1	4	0 588.9
Estill	160 Fifth St.	Needs Improvement	0	1	4	5 387.3

Estill	256 & 276 Third St	Good	5	2	3	0	321.4
Estill	168-206 Third St	Good	4	1		3	109.5
Estill	Railroad Ave. SE & W. Third	Poor	5	1		2	218.0
Estill	Walking Trail	Good	5	1		3	345.8
Hampton	1300 Elm St. W	Good	5	1		2	517.7
Hampton	1008 Elm St. W	Good	5	1		1	337.3
Hampton	912 Elm St. W	Good	4	1		2	332.4
Hampton	915 Elm St. W	Good	5	1		2	331.9
Hampton	105 Shaw Dr.	Good	5	1		2	334.2
Hampton	304 Shaw Dr.	Good	5	1		2	236.2
Hampton	400-404 Shaw Dr.	Good	5	1		2	244.3
Hampton	401-405 Shaw Dr.	Good	5	1		3	222.0
Hampton	200 Jackson Ave W	Good	5	1	2,3	3	227.4
Hampton	737 Jackson Ave.	Needs Improvement	5	1		3	750.4
Hampton	907 Hoover Shaw Dr. & Elm	Needs Improvement	4	1		0	394.7
Hampton	St. W	Good	4	1		0	370.6
Hampton	305 Shaw Dr.	Good	5	1		0	226.4
Hampton	501-505 Shaw Dr.	Good	4	1		0	163.9
Hampton	806 Locust St. W	Good	5	1		0	159.7
Hampton	902 Locust St. W	Good	4	1		3	219.2
Hampton	901 Locust St. W	Good	4	1		3	155.5
Hampton	801-811 Locust St. W	Good	4	1		0	1471.6
Hampton	103 Hoover St. Water Tower	Good	4	1	2	4	900.1
Hampton	Hoover St.	Good	5	1		8	410.1
Hampton	Elem. School Hoover St.	Good	5	1		9	341.3
Hampton	204 Jackson Ave.	Good	4	1		10	364.7
Hampton	601 Jackson Ave	Good	4	1		9	369.6
Hampton	Jackson St & Hoover St S	Good	5	1		9	352.2
Hampton	705 Jackson	Good	5	1		13	427.7

	Ave. SW					
	705 Jackson					
Hampton	Ave. W	Good	5	1	3	523.4
		Needs				1339.
Hampton	300 Jackson	Improvement	4	1	11	3
Hampton	809 Elm St. W	Good	5	1	12	526.5
Hampton	809 Elm St W	Good	5	1	12	334.6
	Hoover St &					
Hampton	Magnolia	Good	5	1	12	333.1
	Hoover St &					
Hampton	Magnolia	Good	4	1	2	829.3
	207-729	Needs				
Hampton	Hoover	Improvement	4	1	2	319.9
	Hoover S & Elm	Needs				2472.
Hampton	St.	Improvement	5	1	5	3
	Elm St. &					
Hampton	Hoover S	Poor	9	1	20	460.8
Hampton	705 Elm St.	Good	5	1	0	75.7
Hampton	705 Elm St.	Good	5	1	20	292.2
Hampton	601 Elm jSt.	Good	4	1	0	24.7
Hampton	507 Elm St.	Good	4	1	0	27.0
	401-409 Elm St.					
Hampton	W	Good	5	1	20	325.8
Hampton	305 Elm St. W	Good	5	1	0	328.6
Hampton	404 Elm St. W	Good	4	1	0	378.8
	300-308 Elm St.					
Hampton	W	Good	4	1	0	174.4
Hampton	204 Elm St. W	Good	5	1	17	225.2
Hampton	205 Elm St. W	Good	4	1	2	150.8
	Elm St. & First					
Hampton	St W	Good	5	1	2	223.4
	Elm St W &					
Hampton	Second St. W	Good	4	1	3	218.3
	Courthouse					
Hampton	First St. E	Good	5	1	2	119.6
	Courthouse					
	Oak St E					
	Courthouse					
Hampton	Oak St E	Good	5	1	7	237.4
	Courthouse					
Hampton	First ST W	Good	5	1	3	225.6
Hampton	303 Lee Ave	Good	5	1	3	112.3
	303 Mulberry					
Hampton	St	Good	8	1	4	357.4
	219 Mulberry					
Hampton	St	Good	9	1	20	333.2
Hampton	303 First St E	Good	4	1	15	323.9

Hampton	Elm St. E & First St E	Good	5	1	2,3	3	610.9
Hampton	1703 Elm St. W	Good	5	1		3	230.1
Hampton	1000 Elm	Needs Improvement	4	1		6	230.0
Hampton	500-508 Shaw Dr	Good	4	1		7	335.0
Hampton	609 Shaw Dr	Good	4	1		6	330.3
Hampton	701-705 Shaw Dr	Good	4	1	4	0	197.8
Hampton	405-700 Shaw Dr	Good	4	1		18	224.9
Hampton	600-608 Shaw Dr	Good	4	1		7	7.2
Hampton	507 Holly St W	Good	4	0		1	9.5
Hampton	807 Hoover St S	Good	4	1		6	245.6
Hampton	504 Hoover St	Good	4	1		8	228.4
Hampton	421 Hoover St	Good	4	1		0	159.4
Hampton	400 Holly St W	Good	4	1		7	339.2
Hampton	904 Holly St	Good	4	1		5	336.1
Hampton	Holly St W & First St W	Good	6	1		5	809.9
Hampton	808 First St W	Good	6	1		5	208.8
Hampton	Ext Human Svs Building First St W	Good	5	1		5	391.1
Hampton	Jackson Ave & First St.	Good	5	1		5	759.5
Hampton	Third St E & Jackson Ave E	Good	5	1	4	2	195.6
Hampton	Church Jackson Ave	Good	5	1	4	5	268.8
Hampton	Church Jackson Ave	Good	5	1		3	757.5
Hampton	Church Jackson Ave	Good	5	1		0	220.2
Hampton	Ave	Good	5	1		0	320.3
Hampton	Elm St E	Good	5	1		4	798.3
Hampton	Elm St E.	Good	5	1		2	733.3
Hampton	Elm St E.	Good	5	1		0	182.9
Hampton	406 Jackson Ave E	Good	5	1		0	102.2
Hampton	406 First St E	Good	5	1		0	313.5
Hampton	Elm St E	Good	4	1		4	421.7
Hampton	200 Elm St E	Good	4	1		10	225.6
Hampton	303 Elm St E	Good	4	1		7	214.9

Hampton	205 Mulberry St	Good	6	1		8	190.7
Hampton	Elm St E & Fourth St E	Good	5	1		8	434.1
Hampton	Elm St E & Fifth St E	Good	5	1		10	618.6
Hampton	407 Elm St E	Good	5	1		8	210.5
Hampton	Jackson & Fourth St E	Good	4	1		8	203.4
Hampton	500 Jackson Ave E	Good	4	1		3	414.5
Hampton		Needs Improvement	4	1	2	10	611.3
Hampton	439 Elm St. Jackson and Second Ave	Good	5	1		4	636.4
Hampton	204 Mulberry St	Good	5	1	4	5	736.4
Hampton	300-308 Mulberry St	Good	5	1		10	417.9
Hampton	400 Mulberry St.	Good	5	1		10	912.7
Hampton	300 Maple St	Good	5	1		0	216.4
Hampton	200 Jackson Ave E	Good	4	1		0	102.5
Hampton	107 Jackson Ave E	Good	4	1		0	202.1
Hampton	Mulberry St	Good	0	1		2	415.4
Hampton	104-208 Mulberry St	Good	4	1		5	2
Hampton	107 Mulberry St	Good	4	1		4	4
Hampton	14 mulberry St	Good	5	1		4	505.2
Hampton	404 Mulberry St	Good	5	1	4	0	69.5
Hampton	Mulberry St. Fifth St W	Good	5	1		0	239.7
Hampton	201 Elm St	Good	5	1	4	0	441.3
Hampton	Elm St & Fourth St E	Good	5	1		9	631.8
Hampton	Nevemar	Good	5	1		8	4
Hampton	Nevemar	Good	5	1		8	8
Hampton	516 Mulberry	Good	4	1	2	9	4
Hampton	708 Mulberry	Good	5	1		0	348.6
Hampton	600 Mulberry	Good	4	1		0	188.7
Hampton	708 Elm &	Needs	4	1		7	170.9

	Hoover	Improvement					
Hampton	802 Elm St W	Good	5	1	2	8	317.0
Hampton	600 Elm St W	Good	4	1	4	7	559.1
Hampton	Elm St W & Fifth St W	Good	4	1	4	8	156.0
Hampton	808 Jackson Ave	Good	5	1		8	1444.3
Hampton	Hoover & Alabama	Needs Improvement	5	1	4	9	97.7
Hampton	Hoover St & Alabama St.	Good	5	1		0	75.1
Hampton	809 Hoover St	Good	5	1		0	138.1
Hampton	First St W & Elm St W	Good	5	1		0	641.8
Hampton	500 First St W	Good	5	1		2	411.7
Hampton	105 First St W	Good	6	1		2	629.5
Hampton	105 Second St W	Good	4	1		2	402.6
Hampton	601 First St W	Good	4	1		2	355.2
Hampton	701 First St W	Good	4	1		3	864.8
Hampton	First St W & Locust St W	Good	5	1	1,3	5	784.9
Hampton	807 First St W	Good	5	1	4	0	83.4
Hampton	907 First St W	Good	5	1		0	946.5
Hampton	Apts. on Holly St W	Good	6	1		0	289.2
Hampton	Apts. on Holly St W	Good	6	1		0	568.1
Hampton	Apts. on Holly St W	Good	6	1		0	657.7
Hampton	Apts. on Holly St W	Good	6	1		8	718.4
Hampton	Apts. on Holly St W	Good	6	1		0	169.4
Hampton	Elm St & Jackson Ave	Good	4	1		0	131.9
Hampton	910 Elm St E	Good	4	1	4	0	494.5
Hampton	Third St NE	Good	5	1	4	0	27.0
Hampton	Third St NE	Good	4	1	4	0	303.6
Hampton	Rail Crossing Third St NE	Good	4	1		0	709.9
Hampton	Third St NE	Good	4	1		0	356.0
Hampton	Third St NE & Pepper St	Good	4	1		7	978.9
Hampton	103 Third St	Good	5	1		7	577.5
Hampton	401 Third St. NE	Good	5	1		9	904.2



	500 Third St.						
Hampton	NE	Good	4	1	3	0	573.4
Hampton	604 Third St NE	Good	4	1		3	314.0
Hampton	700 Third St NE	Good	4	1		2	51.7
Hampton	705 Nix St W	Good	4	1		2	450.5
Hampton	209 Nix St W	Good	4	1		10	421.6
	Elm St @						
	Crooked Creek						
Hampton	Rd	Good	6	2		5	142.6
Hampton	1143 Elm St W	Good	5	1		5	65.2
	616 Railroad St						
Hampton	W	Good	5	1		5	78.5
Hampton	Ben Hazel Elem	Good	10	1		0	168.3
Hampton	Ben Hazel Elem	Good	10	1		0	169.4
Hampton	Ben Hazel Elem	Good	10	1		0	371.1
Hampton	Ben Hazel Elem	Good	4	1		0	201.9
	Jackson & Fifth						
Hampton	St E	Good	5	1		0	227.9
	501 Jackson						
Hampton	Ave	Good	4	1		0	212.9
Hampton	Courthouse	Good	5	1		0	214.9
Hampton	Courthouse	Good	5	1		4	491.1
Hampton	Courthouse	Good	5	1		4	218.1
Hampton	Courthouse	Good	5	1		0	720.1
Hampton	Courthouse	Good	5	1		0	69.7
Hampton	Courthouse	Good	5	1		0	472.2
Hampton	1143 Elm St W	Good	5	1		0	57.7
Hampton	1235 Elm St W	Good	5	1		0	625.0
	605-622	Needs					
Hampton	Mulberry St.	Improvement	4	1		3	862.6
	904 Jackson						
Hampton	Ave W	Good	4	1		0	682.0
Hampton	907 Elm St W	Good	4	1		8	317.6
Hampton	904 Holly St W	Good	4	1		0	266.2
Hampton	501 Elm St	Good	4	1		0	231.6
Hampton	608 Elm St E	Good	4	1		0	105.2
Hampton	708 Elm St E	Good	4	1		0	133.9
Hampton	810 Elm St E	Good	4	1		0	121.2
Hampton	207 Hoover	Poor	4	1		0	229.1
Hampton	1300 Elm St. W	Good	5	1		7	289.5
Hampton	304 Hoover	Poor	0	1		0	271.9
Hampton	Track	Good	6	1		0	70.5
Hampton	112 Lee Ave	Good	12	1	4	19	516.9
Hampton	Lee Ave	Good	12	1		7	277.2
							2961.
Hampton	Lee Ave	Good	12	1	4	12	3
Hampton	Lee Ave	Good	12	0	2,3	13	159.5
Hampton	Lee Ave	Good	12	1		17	463.0

Hampton	Elm St	Good	6	1	17	577.1 1329.
Hampton	First St E	Good	4	1	17	7
Hampton	Mulberry St	Good	4	1	8	500.2
Hampton	Willard St.	Good	5	1	9	186.0
Varnville	967 W Carolina Ave	Good	5	1	8	318.9
Varnville	W Carolina Ave & Center St	Good	4	1	8	556.5
Varnville	W Carolina Ave & Locust St	Good	4	1	0	801.9
Varnville	735 W Carolina Ave	Good	5	1	0	442.0 1428.
Varnville	595 W Carolina Ave	Good	5	2 1,3,4	15	5
Varnville	531 W Carolina Ave	Good	5	2 1,3,4	0	156.2
Varnville	383-409 W Carolina Ave	Good	4	0	0	279.3
Varnville	181 Elm St	Good	4	1	0	28.0
Varnville	115 W Carolina Ave	Good	4	1 1,2,,3,4	0	95.7
Varnville	59 Main St	Good	4	2	0	258.1 1391.
Varnville	59 Main St	Good	4	1	0	2
Varnville	58 Main St	Good	4	1 1,3,4	0	550.8
Varnville	128 Main St	Good	4	1 1,2,3	0	487.7
Varnville	150 E Pine St	Good	4	1	20	674.8
Varnville	E Pine & Main St.	Good	5	1	18	736.2
Varnville	302 E Pine St	Good	4	1	0	228.1
Varnville	208 E Pine St	Good	4	1	12	688.7
Varnville	E Pine & Rentz St	Good	4	1	0	8.9
Varnville	E Pine St & Smoak Ave	Good	4	1	0	693.6
Varnville	Varnville Elm. E Pine St	Good	4	1	14	187.7
Varnville	Dist. I E Pine St.	Good	4	1	15	212.2
Varnville		Needs				
Varnville	Pine and Rentz	Improvement	4	1	14	207.7
Varnville	211 E Pine St	Good	4	1	14	194.8
Varnville	East Pine and Academy St.	Needs				
Varnville	Improvement		4	1	16	259.8
Varnville	367 W Palmetto Ave	Good	4	1 4	14	293.7
Varnville	285 W Palmetto Ave	Good	5	1	12	518.3

Varnville	211 W Palmetto Ave	Good	5	1	4	10	996.8
Varnville	W Palmetto Ave & Palm St	Good	4	1		0	145.8
Varnville	23 W Palmetto Ave	Good	8	1		0	902.9
Varnville	205 main St	Good	4	1		0	893.1
Varnville	102-443 Main St.	Good	4	2		0	151.1
Varnville	282-504 Main St	Good	4	1		0	166.0
Varnville	471-545 Main St	Good	4	1		0	65.9
Varnville	Airport Rd & E Palmetto Ave	Good	6	1		0	251.8
Varnville	Airport Rd & E Palmetto Ave	Good	6	1		18	331.4
Varnville	Airport Rd	Good	6	1		16	614.4
Varnville	702 W Pine St	Good	5	1		0	78.5
Varnville	322-566 W Pine St	Good	4	1		0	222.0
Varnville	185 Tillman Ave	Good	6	0		1	33.3
Varnville	320 Tillman Ave	Good	4	1		0	52.3
Varnville	NDMS	Good	5	1		0	97.4
Varnville	NDMS	Good	6	1		0	37.7
Varnville	Hampton Rd & Tillman	Good	4	1		0	391.5
Varnville	202 Hampton Rd	Needs Improvement	4	0	2	0	264.6
Varnville	Hampton Rd.	Improvement	4	2	3	0	146.4
Varnville	57 Hampton Rd	Good	4	1		9	685.0
Varnville	102-262 W Pine Ave	Good	4	1		8	96.2
Varnville	322 Tillman E Carolina Ave & Hickory Hill	Needs Improvement	5	1		12	406.4
Varnville	Rd	Good	4	1		6	209.7
Varnville	E Carolina Ave & Hickory Hill	Good	4	1		7	404.2
Varnville	Rd	Good	5	1		0	252.7
Varnville	Rentz 234 E Carolina Ave	Good	4	1		0	187.2

Varnville	278-408 W Carolina Ave	Good	4	1	0	137.4
Varnville	504 E Carolina Ave	Good	4	1	4	637.1
Varnville	E Carolina Ave & Elm St	Good	4	1	4	804.3
Varnville	1074 E Carolina Ave	Good	4	1	0	1040.0
Varnville	258 Academy St	Good	4	1	0	614.0
Varnville	500 E Pine St.	Poor	4	1	18	915.0
Varnville	Apartments Maple St.	Good	6	1	0	780.1
Varnville	Apartments Maple St.	Good	6	1	0	869.1
Varnville	Apartments Maple St.	Good	6	1 3,4	7	626.1
Varnville	40-120 E Palmetto Ave	Good	4	1	0	216.7
Varnville	264 E Palmetto Ave	Good	4	1	1	281.9
Varnville	Town Park	Good	4	1	7	202.0
Varnville	Town Park	Good	4	1	13	414.1
Varnville	Varnville Elm	Good	4	1	8	636.8
Varnville	Varnville Elm	Good	4	1	7	641.2
Varnville	Varnville Elm	Good	4	1	10	186.3
Varnville	294 Palmetto Ave	Good	4	1	10	569.0
Varnville	HRMC	Good	5	1 1,2,3,4	11	306.0
Varnville	HRMC	Good	5	1 1,2,3,4	0	578.6
Varnville	HRMC	Good	5	1 1,2,3,4,	0	231.6
Varnville	HRMC	Good	5	1 5	5	258.9
Varnville	HRMC	Good	5	1	5	416.0
Varnville	HRMC	Good	5	1	3	467.7
Varnville	HRMC	Good	5	1	5	434.0
Varnville	Apt Maple St.	Good	6	1	6	403.9
Varnville	45 W Carolina Ave	Good	4	1 2,3	0	678.9
Yemassee	Fennel Elem	Good	5	1 2,3	3	409.8
Yemassee	Fennel Elem					
Yemassee	Yemassee Hwy 22-117	Good	4	1 3	12	692.1
Yemassee	Yemassee Hwy	Good	4	0	0	391.6
Yemassee	Yemassee Hwy. 219-235	Poor	4	0	0	279.5
Yemassee	Salkahatchie Rd	Good	4	1	7	239.6

Yemassee	211 Salkahatchie Rd	Good	4	1	8	474.1
Yemassee	155-169 Salkahatchie Rd	Good	4	2	0	130.2
Yemassee	132-135 Salkahatchie Rd	Good	4	4 3,4	0	150.3
Yemassee	4 Salkahatchie Rd Town Cir	Good	4	0	0	454.2
Yemassee	83 Salkahatchie Rd	Good	4	4	0	1448.4
Yemassee	42 Salkahatchie Rd	Good	5	2	0	721.7
Yemassee	14 Salkahatchie Rd	Good	4	1	0	314.9
Yemassee	Railroad Ave N.	Good Needs	5	1	0	304.7
Yemassee	Railroad Ave N.	Improvement Needs	6	1	0	218.7
Yemassee	Railroad Ave N.	Improvement	6	1	0	215.8
Yemassee	N. Yemassee Train Station	Poor	6	1	0	363.2
Yemassee	Railroad Ave.	Good	5	1	0	100.6
Yemassee	Railroad Ave.	Poor Needs	4	1	0	208.5
Yemassee	Railroad Ave. 33 Salkahatchie Rd	Improvement	7	1	0	154.5
Yemassee	204 HWY 17 A & 21	Good Needs	5	1	0	119.2
Yemassee	187 HWY 17 A & 21	Improvement	5	1	0	232.1
Yemassee	163 Yemassee Rd	Improvement	4	1	0	56.4
Yemassee	191 Yemassee Hwy	Good	5	1	0	84.3
Yemassee	Flowers St.	Good	5	1	0	684.4
Yemassee	Downtown 62 Salkahatchie Rd.	Poor	4	1	0	81.9
Yemassee	169 Hwy 17A & 21	Poor	4	0	0	395.4
Yemassee	Apts. Yemassee Hwy	Good	8	2 Park	0	1325.9
Yemassee		Good	5	1	0	497.3

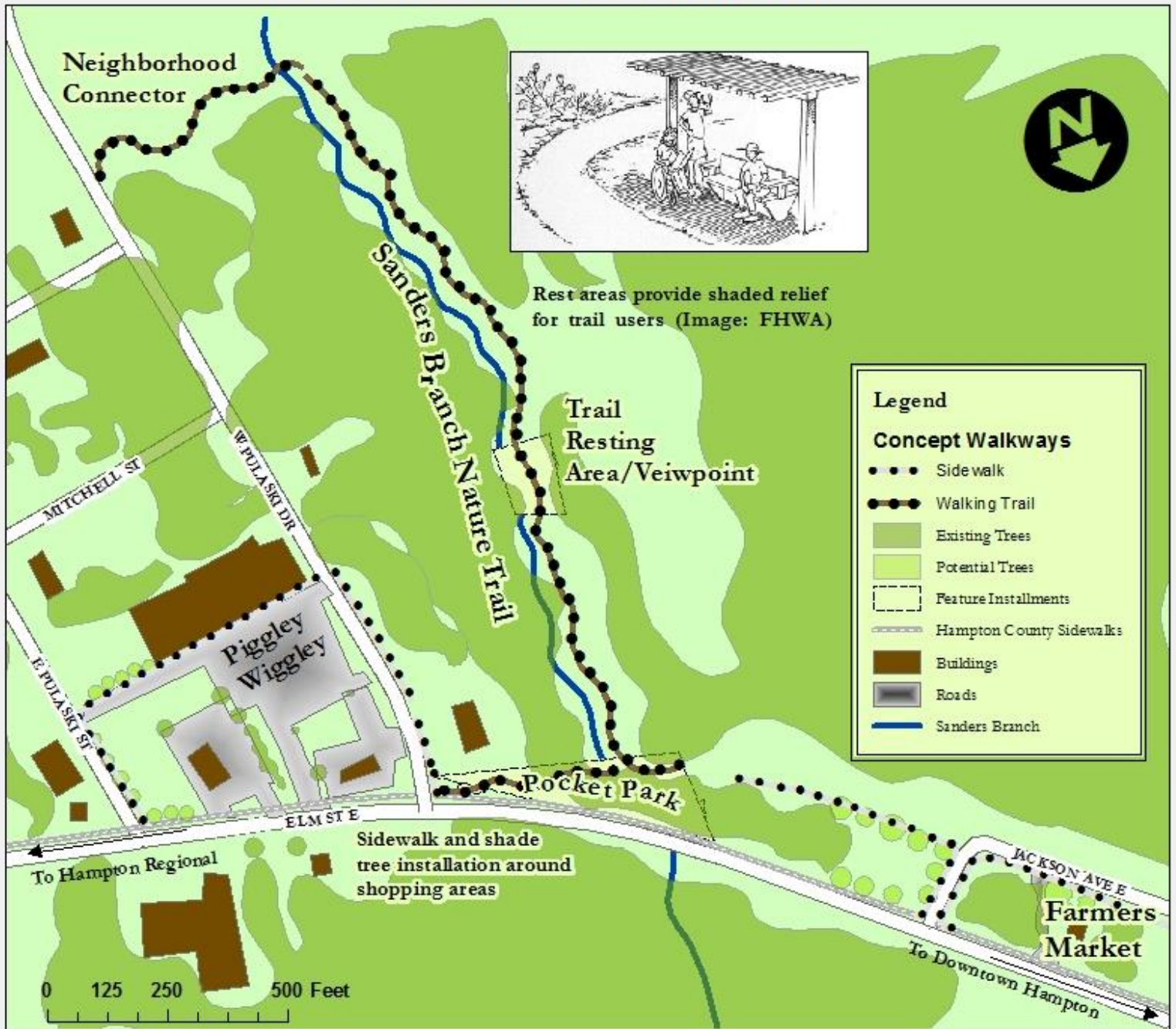
Yemassee	Apts. Yemassee Hwy	Good	5	1	2	2.5	279.2
Yemassee	Apts. Yemassee Hwy	Good	5	1		2.5	714.6
Yemassee	Apts. Yemassee Hwy	Good	5	1	4	5	1539.4
Yemassee	Apts. Yemassee Hwy	Good	5	1	2	5	499.9
Yemassee	Apts. Yemassee Hwy	Good	5	1	2,4	0	422.2
Yemassee	Apts. Yemassee Hwy	Good	0	1		0	418.9

## **Appendix B**

### **[Concept Maps]**



# Concept Walkways - Town of Hampton: Sanders Branch Trail Area



## Pocket Park



Interpretive signage helps explain the natural and cultural importance of the area



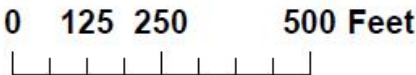
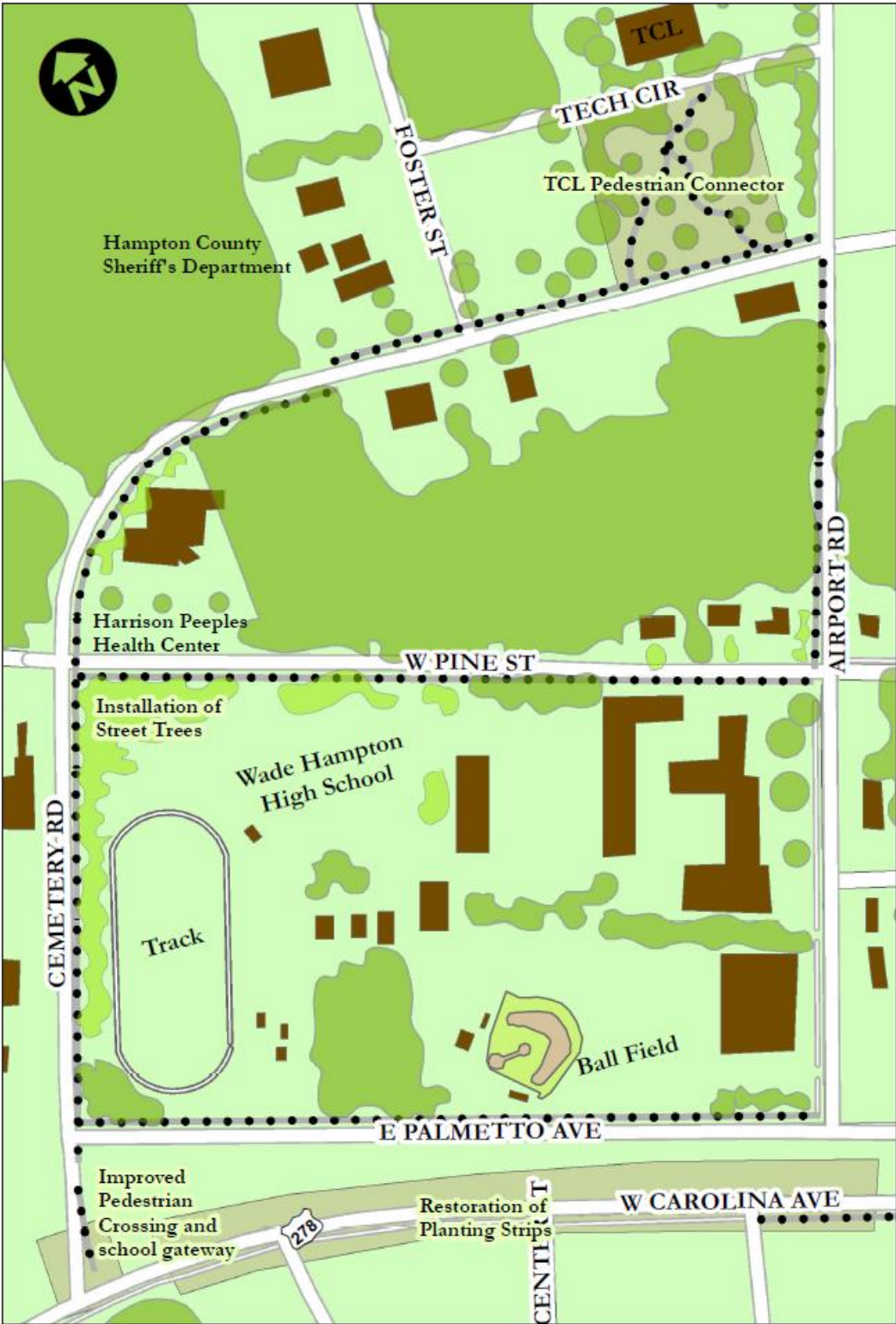
A pavilion with seating for groups and access to drinking water



Access to Sanders Branch Trail



# Wade Hampton & TCL: Concept Walkways



## TCL Pedestrian Connector



Sidwalk path follows established trees for interest and shading



Bollards add subtle light limiting glare

## Cemetery Road Street Improvements



Crossing improvements at US 278 will increase safety and act as a gateway to local schools as well as other key community facilities



Photo © Heather Chalmers

Example tree: the native bald cypress adds brilliant color and shade

**Appendix C**  
**[PDF: ITE Design Guidelines]**

## Appendix D: Sample Walkway Cost Estimating Form

For: **Hampton Walkway**

Date: **10/2/2013**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>UNIT</u>	<u>UNIT COST</u>	<u>TOTAL</u>
<b>I.</b>	<b>GENERAL SITE</b>				
	MOBILIZATION (IF APPLICABLE)	1	LS		\$ -
	SURVEYING LAYOUT	1	LS		\$ -
	CONSTRUCTION ENTRANCE	1	LS		\$ -
	DEMOLITION & ROADWAY REMOVAL	1	LS		\$ -
	GRINDING DEBRIS & STOCKPILE ONSITE	1	LS		\$ -
<b>II.</b>	<b>PARKING AREA/TRAIL</b>				
	SILT FENCE, WOOD STAKES	440	LF		\$ -
	CLEARING AND GRUBBING	1	LS		\$ -
	TREE PROTECTION	80	LF		\$ -
	TREE REMOVAL	1	LS		\$ -
	FILL MATERIAL		SQYD		\$ -
	GRADING & GRASSING	1	LS		\$ -
	COMPACTED GRAVEL PARKING AREA	1	LS		\$ -
	5' WIDE / 6" DEEP GRAVEL WALKING TRAIL	365	LF		\$ -
	5' WIDE RAISED EARTHENED/MULCH NATURE TRAIL	2600	LF		\$ -
	CONCRETE CURB STOP	11	EA		\$ -
	SIGNAGE	1	LS		\$ -
	FINE GRADE & GRASSING	1	LS		\$ -
<b>III.</b>	<b>OPEN SPACE/PARK</b>				
	SILT FENCE, WOOD STAKES	460	LF		\$ -
	CLEARING AND GRUBBING	1	LS		\$ -
	TREE PROTECTION	620	LF		\$ -
	TREE REMOVAL	1	LS		\$ -
	FILL MATERIAL		SQYD		\$ -
	FINE GRADING & GRASSING	1	LS		\$ -
<b>IV.</b>	<b>RESURFACING OF EXISTING SIDEWALKS</b>	550	LF		\$ -
<b>TOTAL COST =</b>					<b>0.00</b>